LEHMAN TRIKES

Monarch II™

2001-2010
Honda GL1800 Models

Solid Axle Installation Instructions

Oct 2014

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www.lehmantrikes.com

SAFETY INFORMATION

⚠ WARNING

This kit is designed to be installed by a competent technician. Improper installation can affect the safe operation of your trike, which could also result in serious injury or death. Make sure you have a complete understanding of the work to be preformed. Unqualified installers are urged to have the unit installed by a trained technician.

- Always protect yourself when the vehicle is in the air. Make sure the vehicle is properly supported anytime you use a hoist or jack.
- Always use the proper tools.
- Protect your eyes by using proper safety glasses or goggles.
- Read through the installation instructions before you begin. Make sure you have all the proper tools, parts and skill set to perform the installation safely and completely.

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SAFETY INFORMATION

UNDERSTANDING SAFETY LABELS & INSTRUCTIONS

READ AND BECOME FAMILIAR WITH ALL WARNING, CAUTION SYMBOLS AND STATEMENTS LISTED BELOW AND IN THE TEXT OF THIS MANUAL BEFORE YOU BEGIN WORK.

DANGER, WARNINGS & CAUTION SYMBOLS

This is the safety alert symbol. When you see this symbol on your machine or in this manual, be alert to the potential for personal injury. Your safety is involved!

⚠ WARNING

SAFETY ALERT WARNING indicates a potential hazard that may result in severe injury or death to the operator, bystander or person (s) inspecting or servicing the vehicle.

⚠ CAUTION

Indicates a potential hazard that may result in minor personal injury or damage to the vehicle.

CAUTION

CAUTION indicates special precautions that must be taken to avoid vehicle damage or property damage.

NOTE:

NOTE provides key information by clarifying instructions.

IMPORTANT:

IMPORTANT provides key reminders during disassembly, assembly and inspection of components.

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PREPARING THE MOTORCYCLE

Disassembly

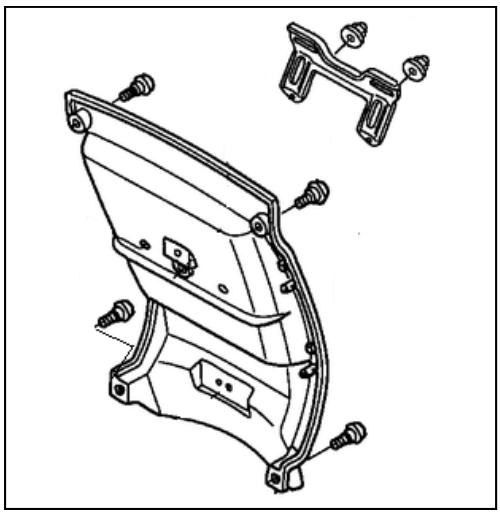
NOTE: Refer to Honda service manual for detailed instructions on removal of OEM parts.

1. Load motorcycle on lift and secure front wheel.
2. Place motorcycle on center stand.
3. Remove seat with 6mm Allen socket. Save grab handles and hardware.
4. **See Fig. 1**. Remove LH and RH side covers. Remove and save short screws from extensions. Side cover extensions will not be reused.
5. **See Fig. 2.** Remove and save side cover grommets from front of saddlebags.
6. Disconnect battery by removing negative cable first.
7. Disassemble tour box. Remove side and center trim molding. Remove lower cover and inner latch cover. Save all hardware as tour box will be reinstalled on trike.
8. Disconnect saddle bag latch cables from release levers inside tour box.
9. Remove lights from tour box with an 8mm socket.
10. Remove cable ties holding tour box harness to frame. Remove connector holding harness to rear tab on tour box.
11. Disconnect all wiring for tour box located under seat. Make note of wiring locations as harness will need to be installed in same location during reassembly.
12. Remove tour box mounting hardware with 8mm socket. Save all hardware. Carefully remove tour box from motorcycle. Store all tour pack hardware and trim in tour box as it will be reused.
13. Remove helmet holders from tour pack frame and discard.
14. Raise trike on lift.
15. **See Fig. 3**. Remove rear fender cover. Save (2) upper mounting screws only. Remove license plate bracket and save nuts.

Fig. 1

Fig. 2

Fig. 3



PREPARING THE MOTORCYCLE

Disassembly

16. Remove saddlebags from motorcycle.
17. **See Fig. 4**. Remove and save the following from LH and RH saddlebags.
    - Taillights and mounting nuts
    - Large rubber plugs
    - Upper front saddlebag mounting washers
18. **See Fig. 5**. Remove and save the following from the LH saddlebag only.
    - Latch assembly and mounting screws
    - Door strikers and mounting screws
    - Latch cable
19. Remove and save LH/RH passenger foot boards and mounting hardware.
20. **See Fig. 6.** Remove and save rear frame covers. Save front mounting bolts (2) only.
21. **See Fig. 6.** Remove and save swingarm pin covers and hardware.
22. Remove and discard rear crash guards and hardware.

Fig. 4

Fig. 5

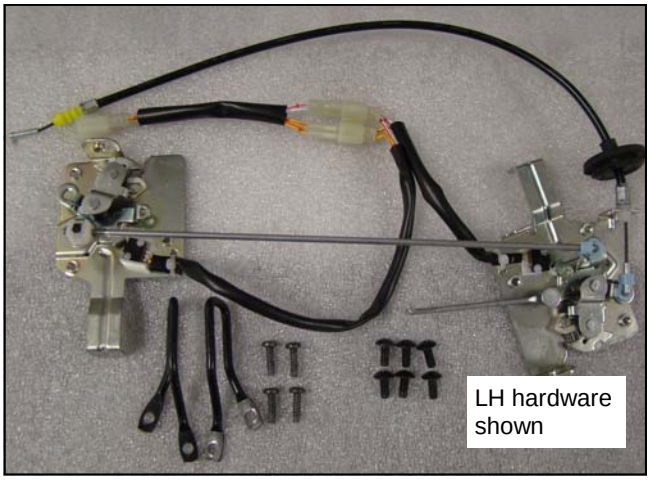
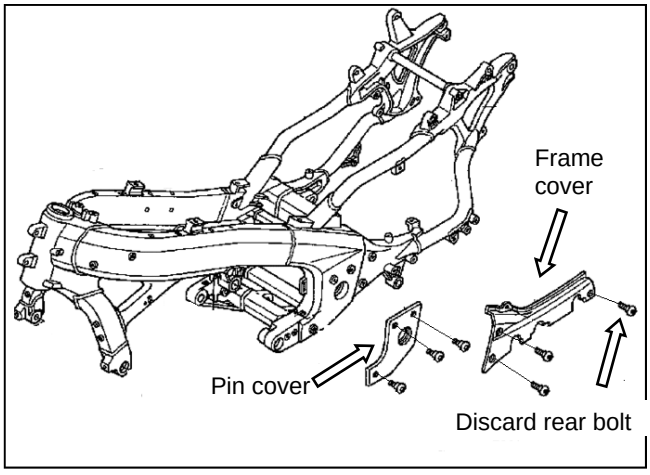


Fig. 6



PREPARING THE MOTORCYCLE

Disassembly

23. **See Fig 7.** Loosen muffler clamps. Remove and save muffler mounting bolts and remove mufflers. Remove and save rubber inserts from heat shields.
24. **See Fig. 7.** Remove and save metal inserts and rubber bushings from saddlebag supports.
25. Remove and save (4) nuts from heat shield on RH muffler. Discard heat shield.
26. **See Fig. 8**. **2006+ MODELS** Remove and save (4) amplifier box mounting bolts. Remove amplifier from rear fender.

NOTE: Long bolts (upper) will be reused for brake line clamp installation and side stand switch disabling. Short bolts (lower) will be used for amplifier installation on trike.

27. **See Fig. 9**. **2006+ MODELS** Remove and save rear inner plastic fender mounting bolts.
28. Remove rear wheel with 19mm socket. Discard wheel nuts.
29. Remove battery and battery box to access reverse module. Remove and save reverse module. Remove mounting bracket from reverse module. Temporarily leave battery out and box loose for easier access to upper shock mounting hardware.

Fig. 7

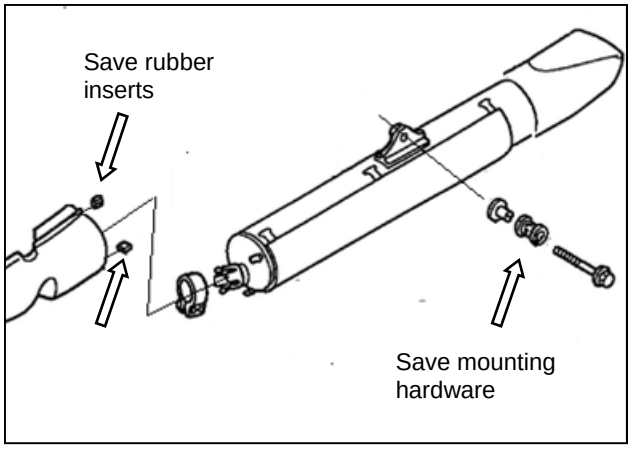


Fig. 8

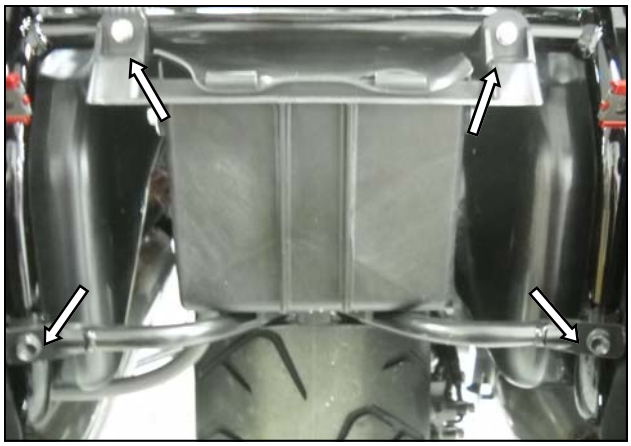
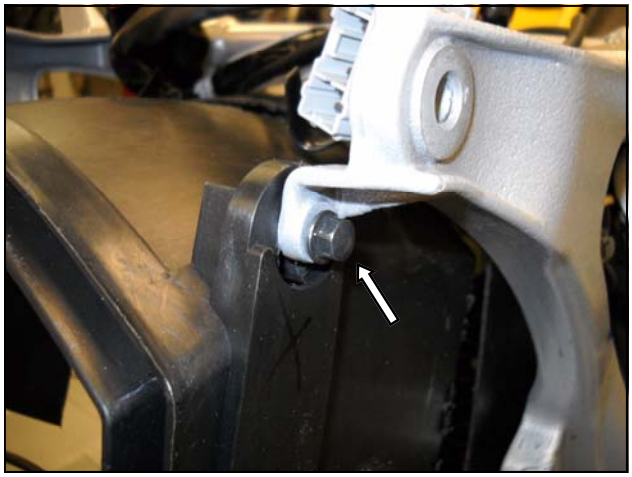


Fig. 9



PREPARING THE MOTORCYCLE

Disassembly

30. **See Fig. 10.** Remove side stand switch assembly. Disconnect sensor from side stand while stand is in the “up” position.
31. **See Fig. 11**. Secure sensor from turning using the following hardware.
    - (1) Original Upper Amp Mounting Bolt
    - (1) Original Upper Saddlebag Washer
    - (1) M6 Flange Lock Nut- CN1902

Fig. 10

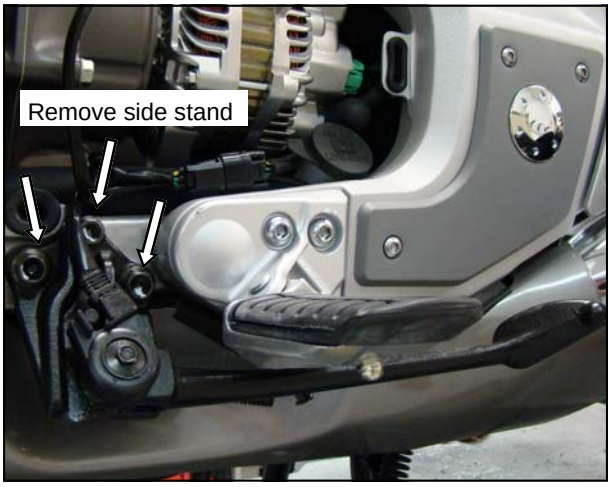
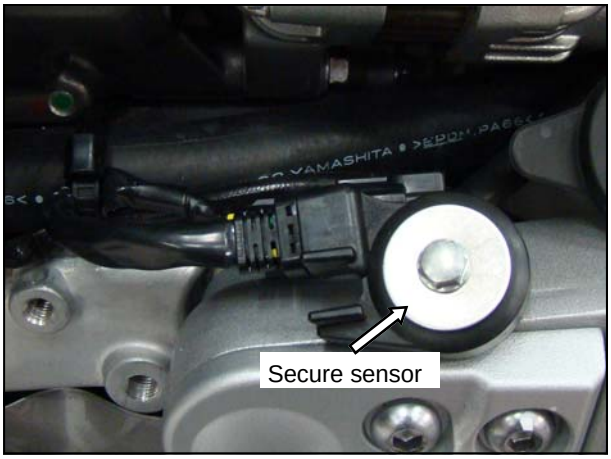


Fig. 11

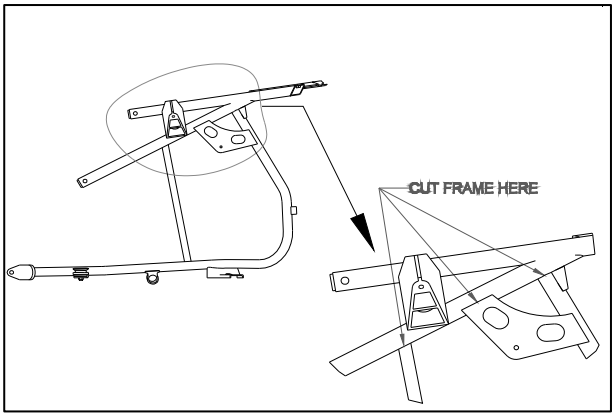


Tour Box Frame Modification

ALL MODELS

1. **See Fig 1.** Mark and cut tour box frame as shown with reciprocating saw or equivalent.
2. Remove tour box frame from motorcycle frame. And discard mounting hardware. Use touchup paint on bottom of tour box frame where cuts were made.

Fig. 1



PREPARING THE MOTORCYCLE

Fender Modification

TRIMMING FENDER (2001-05 MODELS)

CAUTION: Do not cut electrical components.

1. **See Fig. 1**. Mark and trim fender as shown.
2. **See Fig. 2**. Fender should look as shown when completed.

Fig. 1

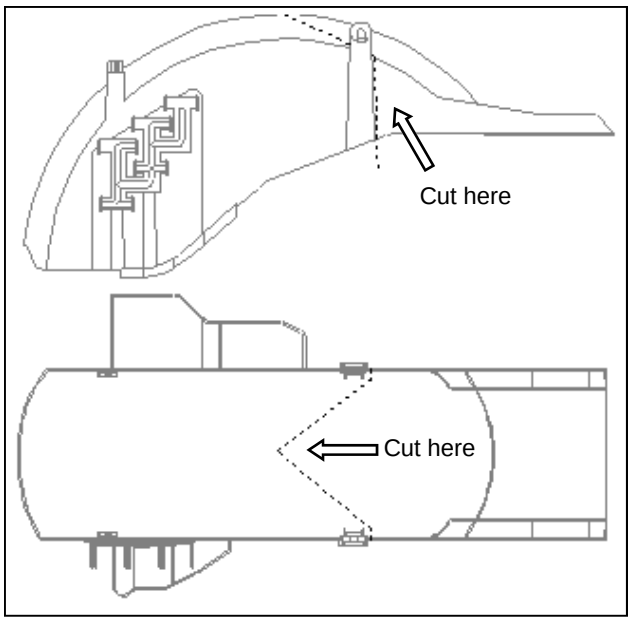
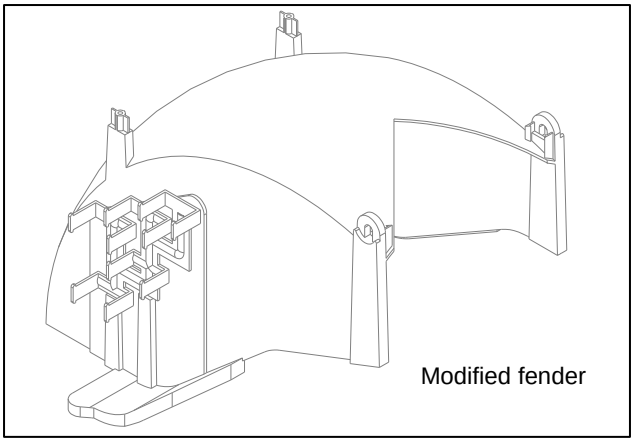


Fig. 2



PREPARING THE MOTORCYCLE

Fender Modification

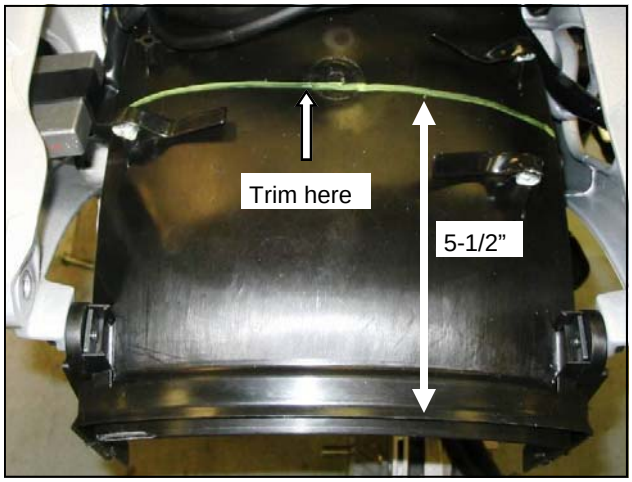
TRIMMING FENDER (2006+ MODELS)

CAUTION: Do not cut electrical components.

3. **See Fig. 3.** Mark and Cut amplifier box 1” in front of rubber cover.
4. **See Fig. 4.** Mark and cut front half of fender 5 1/2” from rear.

Fig. 3

Fig. 4



PREPARING THE MOTORCYCLE

Driveline and Suspension Disassembly

Special tools

- **Snap On A26 drag link socket**
- **Honda pivot lock nut wrench 07ZMA-MCAA100**
- **19mm Allen socket**

Swingarm Parts

• **Swingarm**	**LS6300**
• **Right swingarm pin**	**LP6000**
• **Left swingarm pin**	**LP6001**

NOTE: Temporarily leave brake lines attached to caliper.

1. **See Fig. 1.** Remove rear caliper mounting bolts with 14mm socket. Free brake lines from final drive assembly clips.
2. **See Fig. 2**. Remove front and rear brackets holding brake lines to swingarm. Save front mounting bracket.
3. **See Fig. 3.** Remove final drive assembly from swingarm using 17mm wrench.
4. Remove driveshaft from swingarm tunnel. Remove and discard rubber driveshaft boot.

Fig. 1

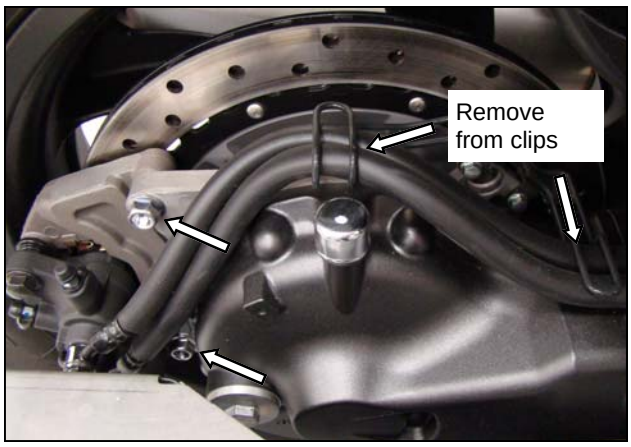


Fig. 2

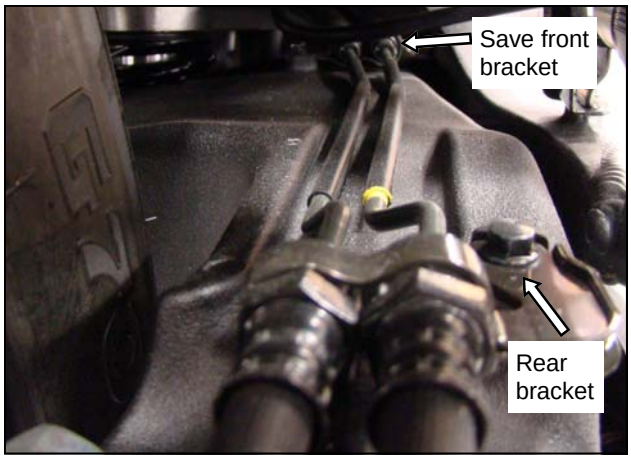
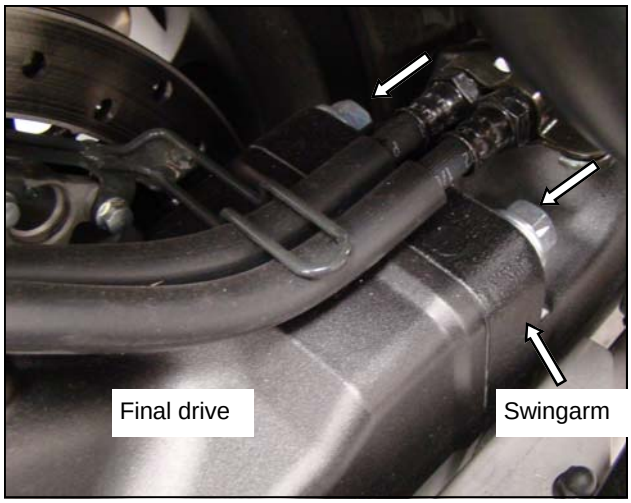


Fig. 3



PREPARING THE MOTORCYCLE

Driveline and Suspension Disassembly

CAUTION: Do not disconnect oil line from shock to pump. Contents of Honda shock are under pressure and shock is non-serviceable.

5. **See Fig. 4. Temporarily** remove shock compressor mounting bolts. Disconnect compressor from wiring harness to allow more slack in line.
6. **See Fig. 5**. Remove upper shock nut through RH side of frame using a 17mm socket and 6" extension. Hold bolt head through LH side of frame with 8mm Allen socket and 6" extension.
7. **See Fig. 6**. Remove rear linkage bolt with 17mm and 19mm sockets. Remove front linkage bolt from motorcycle frame using 19mm socket and 10mm Allen socket.
8. **See Fig. 6.** Remove lower shock bolt with 14mm and 17mm sockets.
9. **See Fig 6**. Raise swingarm and remove swingarm linkage bolt with 19mm socket and 10mm Allen socket.
10. Remove and save LH swingarm pin lock nut. Remove LH and RH swingarm pins with 19mm Allen socket.
11. Remove OEM swingarm. Feed shock through top of swingarm during removal.
12. Remove rubber boot from transmission and discard.

Fig. 4

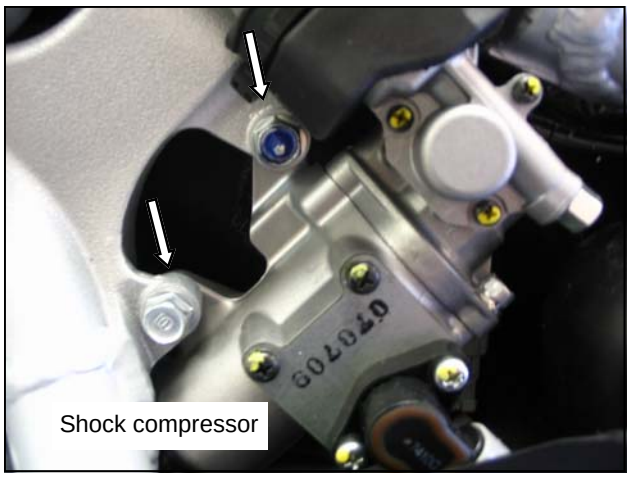


Fig. 5

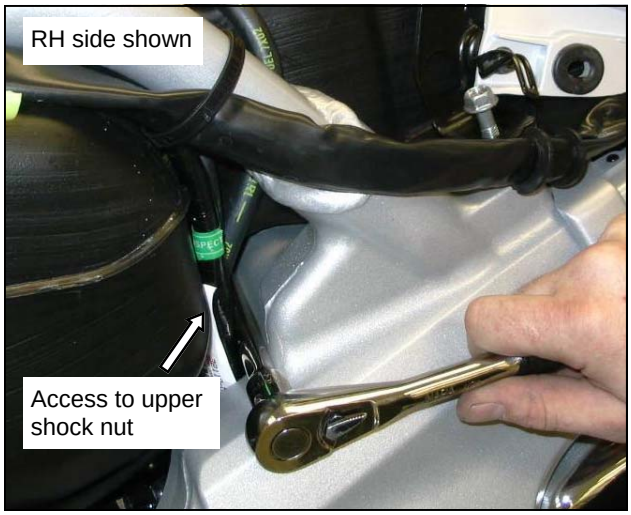
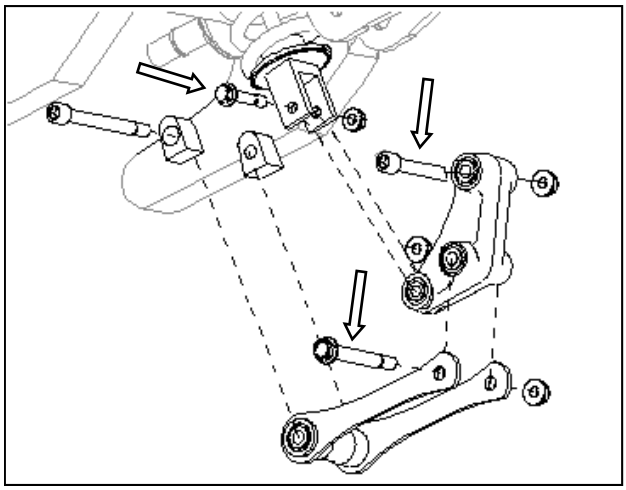


Fig. 6



PREPARING THE MOTORCYCLE

Spring Replacement

Special tools:

- **Spring compression tool**

1. **See Fig. 1.** Loosen set screw on spring and mark orientation of adjuster to shock body.
2. **See Fig. 2.** Install spring tool to compress spring.
3. **See Fig. 2.** Compress spring and remove retaining ring.
4. Remove old spring and install new heavy duty spring.
   - (1) Heavy Duty Spring– LS0625
5. Compress new spring with compression tool.
6. Align orientation marks while compressing.
7. Re-install retaining ring and slide ring into groove.
8. Tighten set screw.

Fig. 1

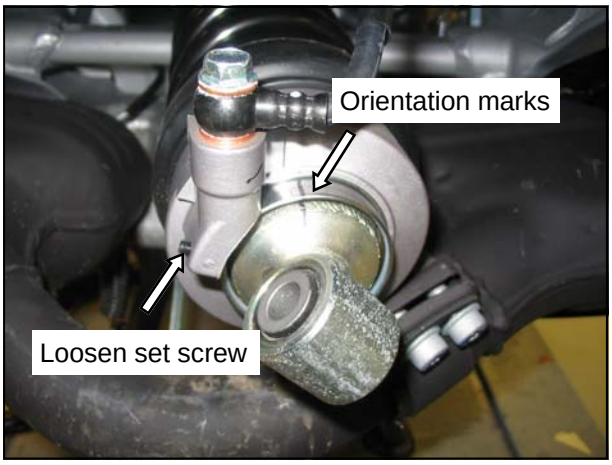


Fig. 2

PREPARING THE MOTORCYCLE

Brake System Modification

OEM brake system and trike modifications

The original Honda motorcycle brake system utilizes both front and rear brakes when the foot brake is applied. During the trike conversion the brake system will be modified.

Once modification is complete, the rear brake pedal will maintain front and rear linked braking. The front brake lever will operate the front brakes only. The anti-dive valve feature is maintained on both front and rear braking.

The diagrams below outline the difference between the original Honda GL1800 brake system and the modified Trikes brake system.

Fig. 1

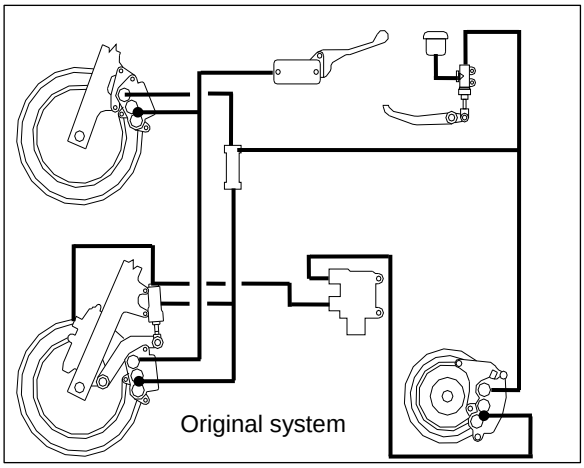
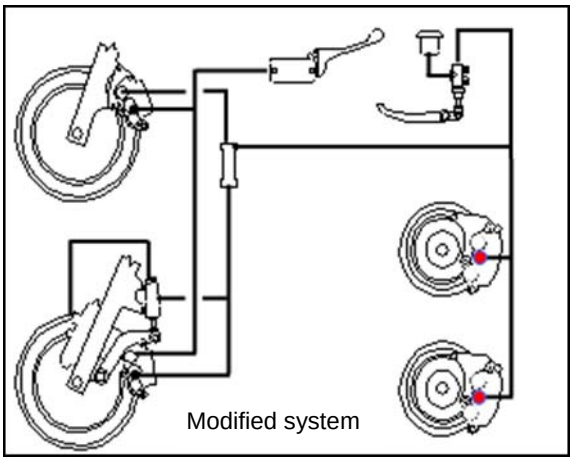


Fig. 2



PREPARING THE MOTORCYCLE

Brake System Modification- Rear

NOTE: For ABS Disable see pg. 47

1. **See Fig. 1.** Disconnect inner rear brake line (upper line on caliper).
2. Disconnect upper line at caliper and discard brake line.

NOTE: Allow brake line to drain before blocking off.

3. Block off inner brake line using the following hardware.
   - (1) M10 Banjo Bolt– CB6001
   - (2) Copper Banjo Washers– GC6002
   - (1) 1/2" Spacer– S001067
4. **See Fig 2.** Using cable ties, secure disconnected brake line to top of crossbar on frame.
5. Disconnect lower brake line from caliper.
6. **See Fig. 3**. Route brake line above plastic panel on RH side below shock compressor location.
7. Drill 1/4" hole in plastic and mount brake line using the following hardware that was saved from disassembly.
   - (1) Original Front Brake Line Clamp
   - (1) Original Upper Amplifier Mounting Bolt
   - (1) Original Saddlebag Washer
   - (1) M6 Lock Nut– CN1902

Fig. 1

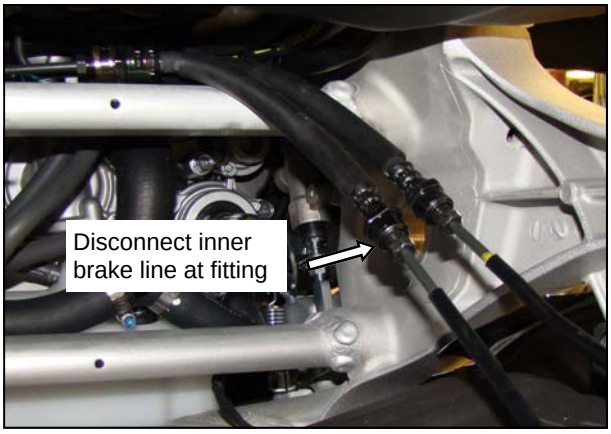


Fig. 2

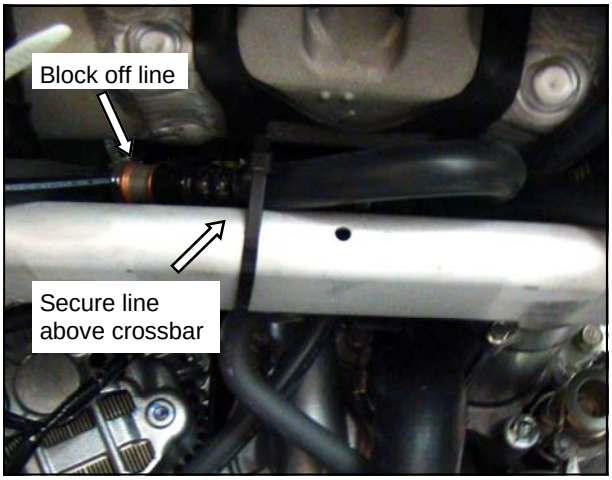
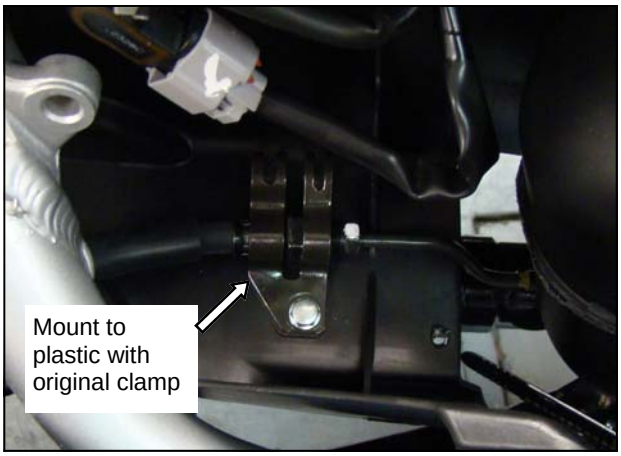


Fig. 3



PREPARING THE MOTORCYCLE

Brake System Modification- Front

1. Remove front fenders and wheel covers.
2. **See Fig's. 1 & 2.** Remove OEM line from anti-dive valve and front master cylinder. Line continues to junction block located on steering head. Disconnect lower hard line from block. Remove block from frame and remove entire line from motorcycle.
3. **See Fig. 3**. Install new brake line between anti-dive valve and master cylinder using OEM banjo bolts and the following hardware. Torque banjo bolts to **18 ft-lbs**.
   - (1) Front brake line- S002066
   - (4) Copper Banjo Washers– GC6002

Fig. 1

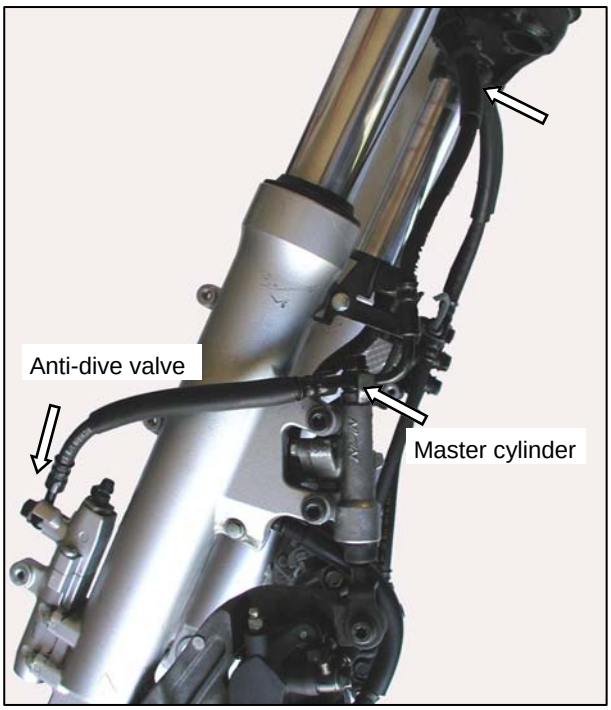


Fig. 2

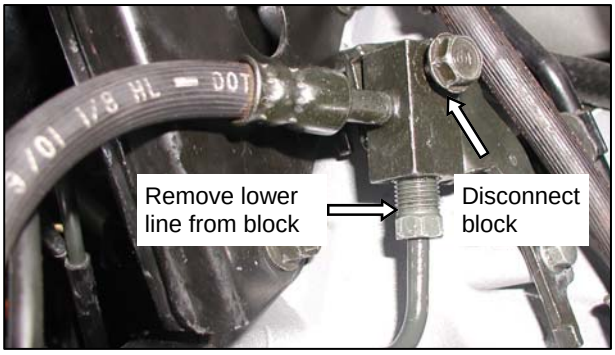
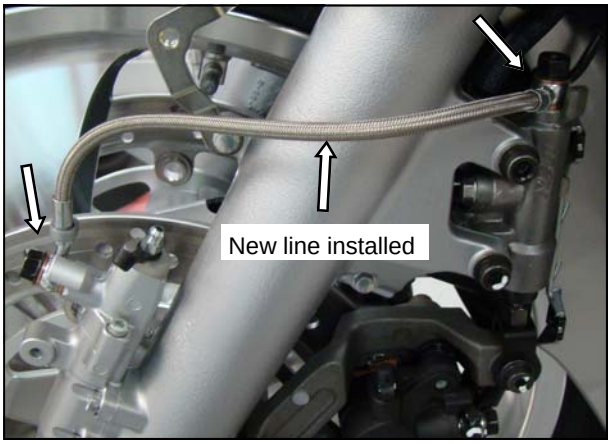


Fig. 3

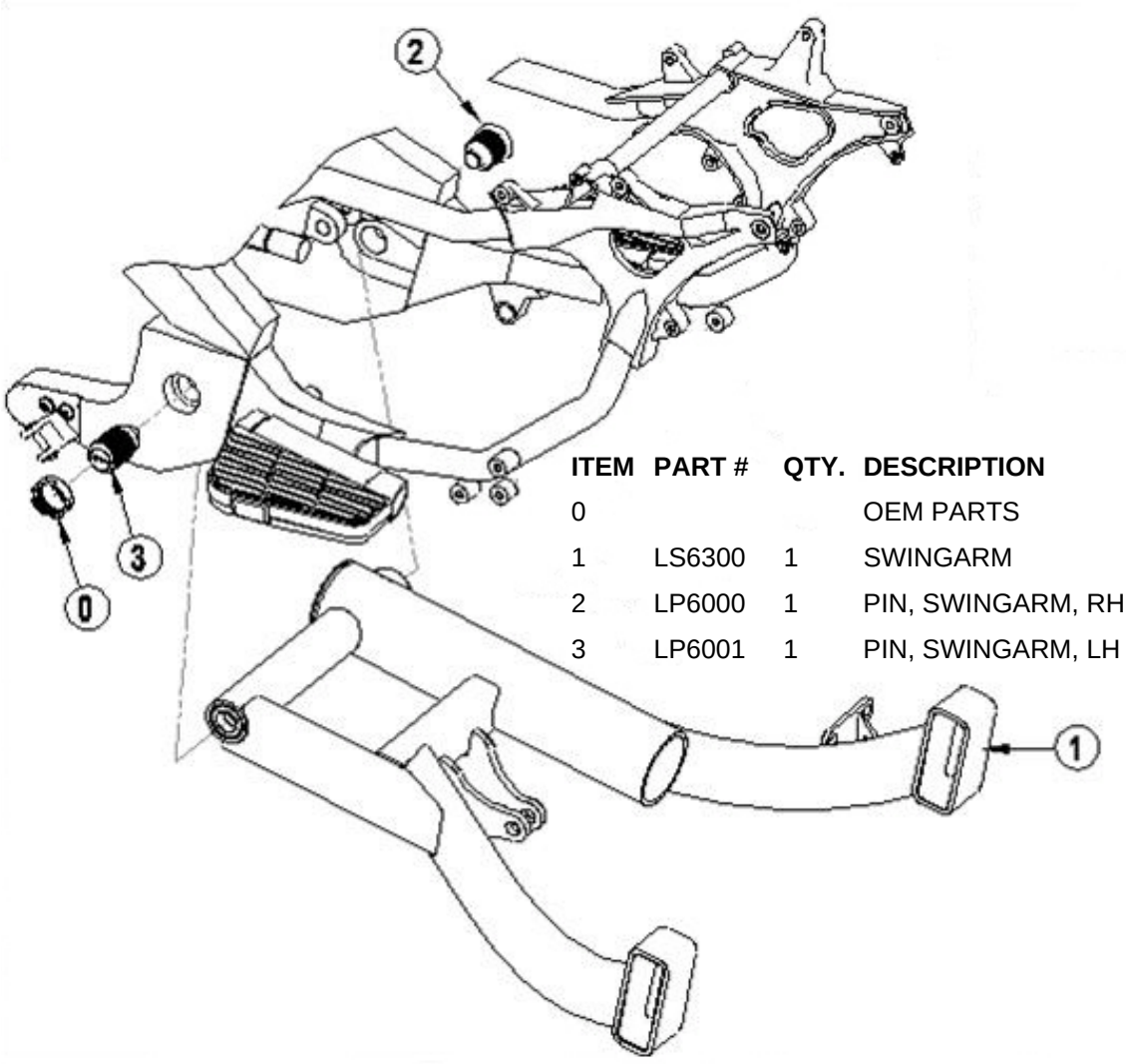


SWINGARM INSTALLATION

Swingarm Installation

1. **See Fig. 1.** Place Lehman swingarm into motorcycle frame. Make sure factory Honda shock is through center of swingarm during installation. Shock will be mounted into place later.

Fig. 1



ITEM	PART #	QTY.	DESCRIPTION
0			OEM PARTS
1	LS6300	1	SWINGARM
2	LP6000	1	PIN, SWINGARM, RH
3	LP6001	1	PIN, SWINGARM, LH

SWINGARM INSTALLATION

2. Apply anti-seize compound to threads and ends of swingarm pins that go into swingarm bearings.
3. **See Fig. 2**. Start Lehman swingarm pins into motorcycle frame.

CAUTION: Do not over-tighten left swingarm pin. Tighten pin enough to seat in bearing and adjust to eliminate side-play.

4. Install Lehman swingarm and use a Snap On A26 drag link socket or similar tool to tighten pins. Torque right swingarm pin to **80 ft.-lbs**.
5. Move swingarm up and down several times to ensure free movement. Check clearance to sides and torque left swingarm pin to **25 ft.-lbs**. This is ensures no lateral play in bearings. Back off left pin and tighten until resistance is felt.
6. Install LH lock nut using Loctite 242. Torque pivot nut to **80 ft.-lbs**. using Honda pivot lock nut wrench 07ZMA-MCA100. As torque on this wrench is multiplied, set wrench to **72 ft.-lbs.**
7. Remove RH front chrome cover and attach rubber boot to transmission housing. Reinstall swingarm pn covers with original hardware.
8. **See Fig. 3.** Install left and right swingarm stop blocks to motorcycle frame. Apply Loctite 262 to left and right bump stop studs and thread studs completely into bump stop blocks.
   - (1) RH Stop Block- S001100
   - (1) LH Stop Block- S001102
   - (2) Rubber Bump Stop- S001154
   - (2) M8 x 30 Flange Bolt– CB1921
9. **See Fig. 4.** Guide Honda shock into place. Check position of oil line to shock before installing upper shock bolt. Ensure oil fitting is on left-hand side and oil line is on right-hand side. Torque top shock bolt to **31 ft.-lbs**.

Fig. 2

Fig. 3

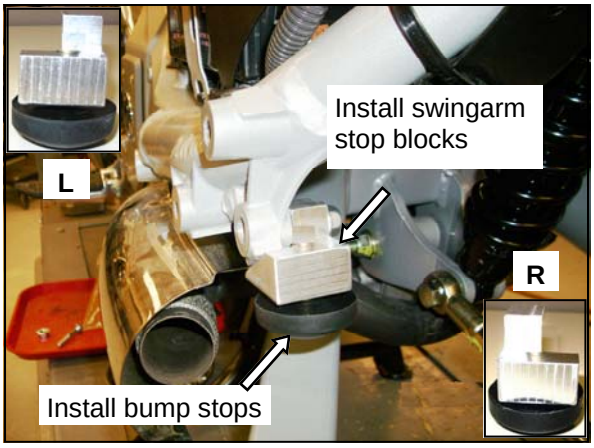
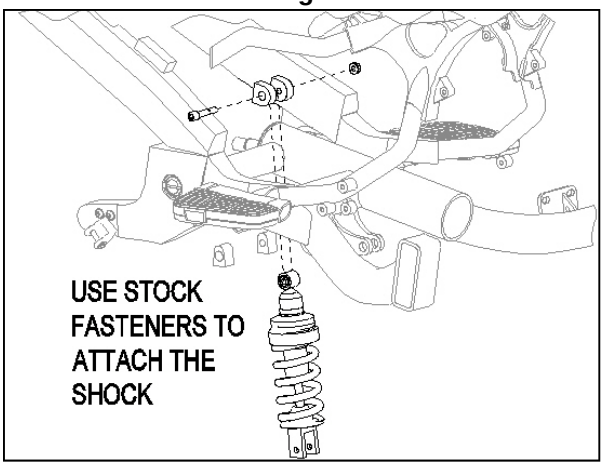


Fig. 4



SWINGARM INSTALLATION

10. **See Fig. 5 .** Install OEM Honda shock link to Lehman swingarm with original hardware and M12 washer under nut and torque bolt to **47 ft.-lbs**.
    - (1) M12 Washer– CW2150
11. **See Fig. 6.** Install lower shock linkage with original hardware and torque lower shock bolt to **31 ft.-lbs.** and linkage bolts to **47 ft.-lbs**.
12. Reinstall shock compressor to original location on frame.
13. Install urethane and steel bushings to ends of swingarm.
    - (4) Urethane Bushing– LB6301
    - (4) Steel Bushing– LB6303

Fig. 5

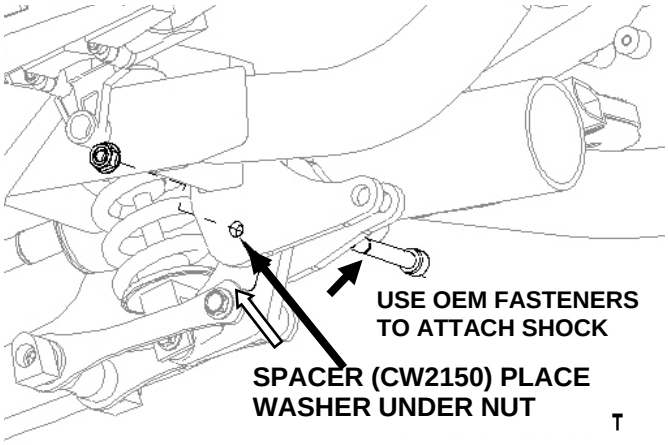
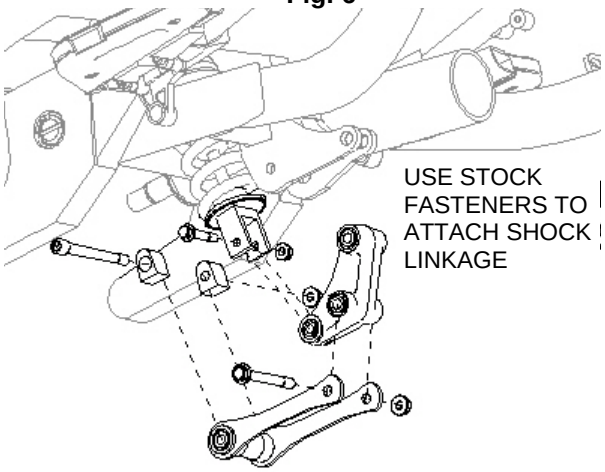


Fig. 6



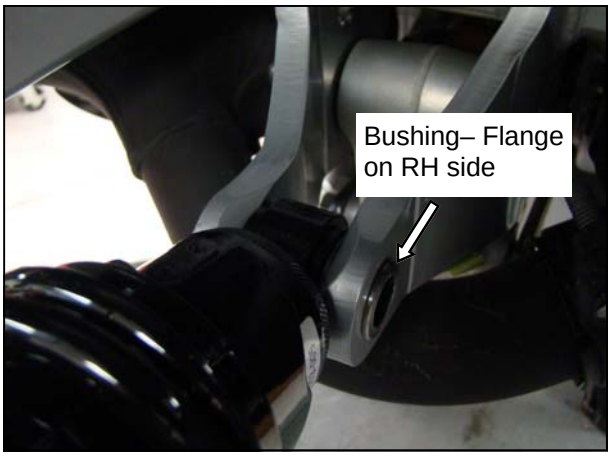
INSTALLATION

Auxiliary Shock

1. **See Fig's. 7 & 8**. Install lower end of auxiliary shock with shim and flange bushing as shown. Apply a small amount of lube to bushing.
   - (1) 5/8 Shim– CS4030
   - (1) Flanged Bushing– LB6314

Fig. 7

Fig. 8



DIFFERENTIAL INSTALLATION

Differential Installation

NOTE: The OEM transmission output shaft boot is not reused.

1. Shift transmission into NEUTRAL.
2. **See Fig. 1.** Install U-joint to driveshaft yoke. Grease fitting should face yoke.
   - (1) Driveshaft Yoke– LY1002
   - (1) U-Joint– S002086
3. **See Fig. 2.** Apply Loctite retaining compound (Green) to yoke splines and Install the stub shaft into yoke. End of shaft should be flush with yoke surface. Install set screw and torque to **19 ft-lbs.**
   - (1) Stub Shaft– LS6305
   - (1) Set Screw– CS3978
4. **See Fig. 3**. Install collar and spring to OEM driveshaft as shown.
   - (1) Driveshaft Collar– S002091
   - (1) Driveshaft Spring– S002201
5. Grease all internal splines on Honda motorcycle yoke.

NOTE: Ensure that centers of universal joints are aligned in phase as closely as possible (centers may not line up exactly).

6. **See Fig. 4.** Assemble drive shaft as shown.
7. Install drive shaft through swingarm tunnel and onto output shaft of transmission. Ensure driveshaft is fully engaged on transmission output shaft.

Fig. 1

Fig. 2

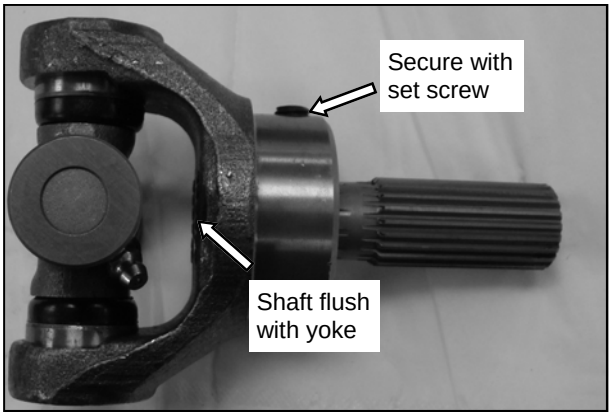


Fig. 3

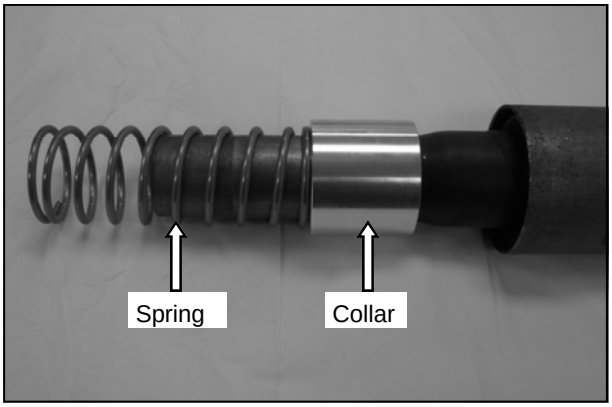


Fig. 4

DIFFERENTIAL INSTALLATION

Differential Installation

8. **See Fig. 5.** Mount differential to swingarm using the following hardware. Apply Red Loctite to threads. Align rear u-joint to differential yoke during installation.

NOTE: Do not torque differential mounting hardware until stabilizer and driveshaft have been properly adjusted.

- (4) M12 x 100 Bolts– CB1612
- (4) 7/16" Flat Washers- CW2022
- (4) M12 Lock Nuts– CN1916

9. **See Fig. 6**. Attach driveshaft to differential yoke using the following hardware. Use Blue Loctite and Torque nuts to **18 ft-lbs**.

- (1) U-Bolt kit– S002202

Fig. 5

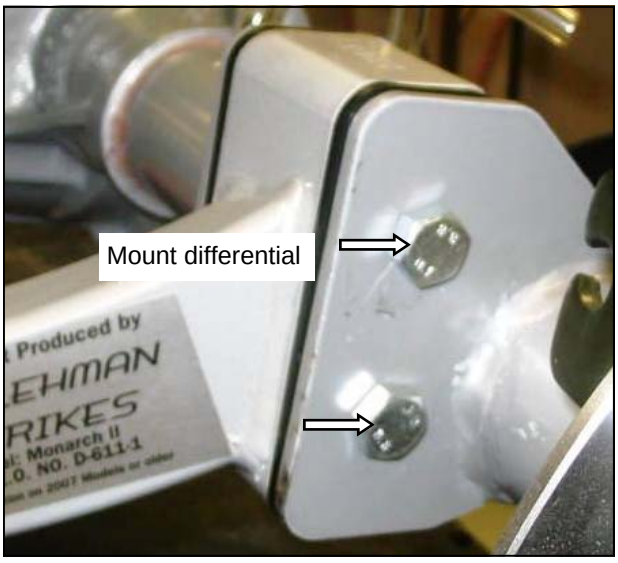
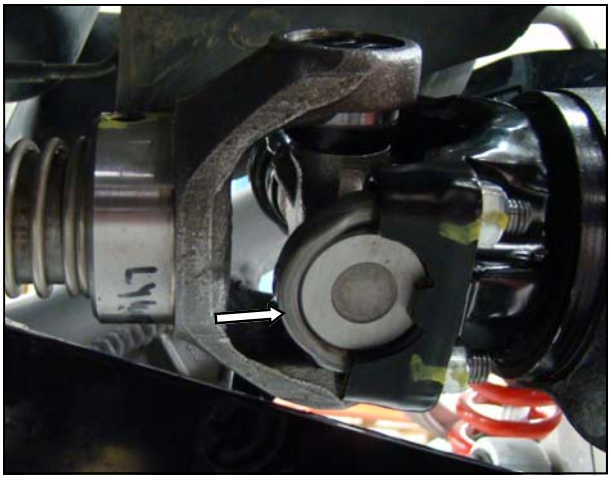


Fig. 6



DIFFERENTIAL INSTALLATION

10. **See Fig. 7**. Assemble new stabilizer bar with jam nuts and rod ends. Install LH threaded rod end into end of stabilizer bar with groove as shown.
11. **See Fig. 8**. Install stabilizer to bracket on differential using the following hardware. **Torque to 78 ft-lbs.**
    - (1) 1/2" x 2-1/4" Bolt– CB1410
    - (2) 1/2" Flat Washers– CW2025
    - (1) 1/2" Lock Nut– CN3060
12. **See Fig. 8**. Attach stabilizer to lower shock mount using the following hardware. Install with head of bolt against rod end. Use flat washer on nut side only. **Torque to 78 ft-lbs.**
    - (1) 1/2" x 3" Bolt– CB1425
    - (1) 1/2" Flat Washers– CW2025
    - (1) 1/2" Lock Nut– CN3060
13. **See Fig. 5.** Center driveshaft in swingarm tunnel by rotating stabilizer bar left or right as needed. Tighten front and rear jam nuts once driveshaft is centered**.**
14. Tighten differential mounting hardware. **Torque to 85 ft-lbs.**

Fig. 7

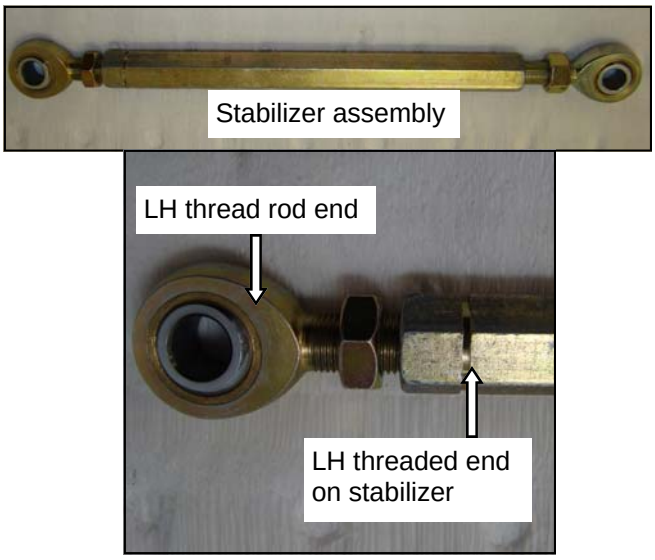
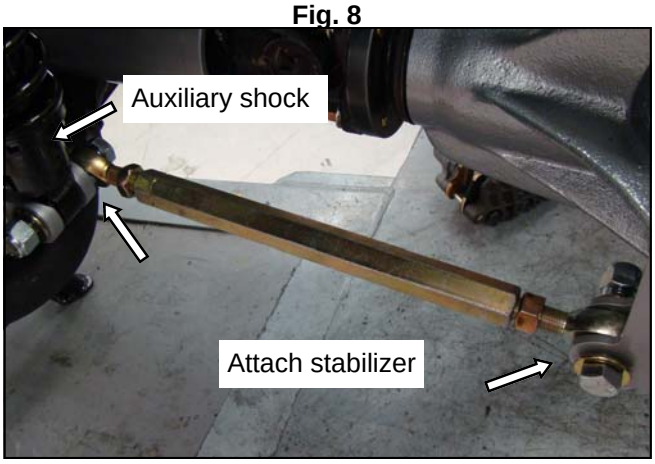


Fig. 8



BRAKES

Brake Installation

1. **See Fig. 1.** Install single brake line (line with straight tab) to residual valve using the following hardware. Torque banjo bolt to **16 ft-lbs.**
   - (1) Residual Valve– S002037
   - (1) M10 Banjo Bolt– CB6001
   - (2) Copper Banjo Washers– GC6002
3. Remove rear brake reservoir cap.
4. Bleed rear brake system at rear calipers with brake bleeder or hand operated vacuum pump.
5. Bleed front brake system with **rear pedal** in the following order. Refer to Honda service manual for further information.
   - **Fig. 2**. LH front, upper bleeder
   - **Fig. 3**. RH front, lower bleeder
   - **Fig. 4**. LH front, anti-dive valve
6. Repeat bleeding on front and rear until all air is eliminated from brake system. Verify rear brake pedal and front brake lever are firm and do not bottom out.
7. Fill fluid reservoir and install cap.

NOTE: New brake pads and rotors will have a break-in period before optimum brake operation is achieved.

8. Reinstall front fender and wheel covers.

Fig. 1

Fig. 2

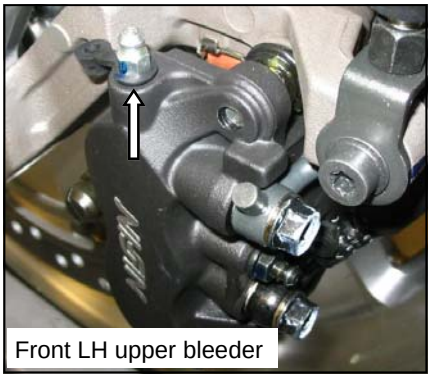


Fig. 3

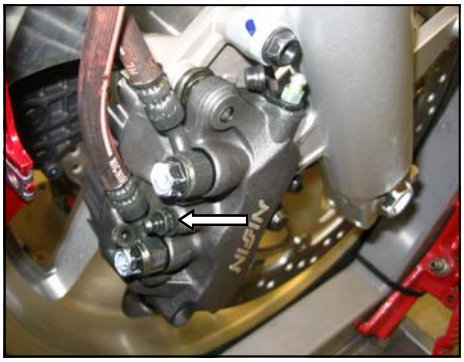
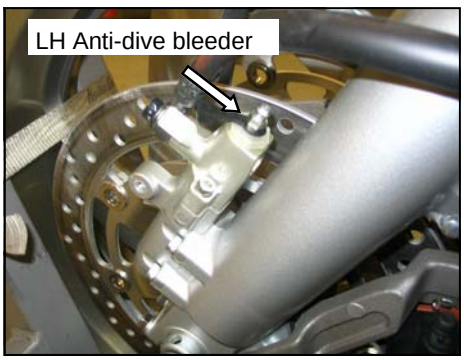


Fig. 4



BRAKES

Park Brake Cables

1. **See Fig. 1.** Install park brake cable to caliper brackets. Secure cable to bracket with cir-clip on cables.
2. **See Fig. 2**. Route LH cable around axle tube as shown towards RH side of trike. Secure to axle tube with cable ties as needed.
3. **See Fig. 3**. Route RH cable around axle tube as shown. Secure to LH cable with cable ties as needed.

Fig. 1

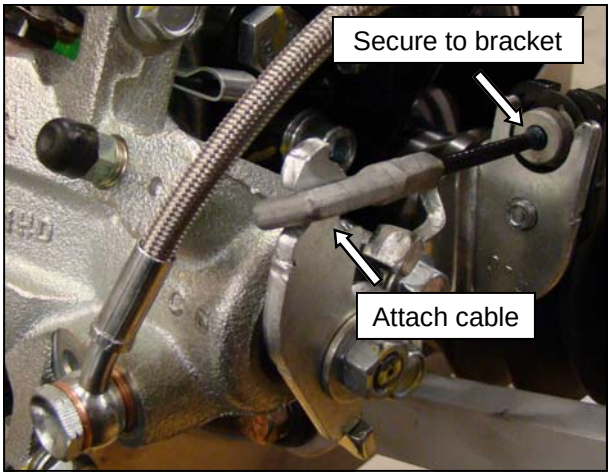


Fig. 2

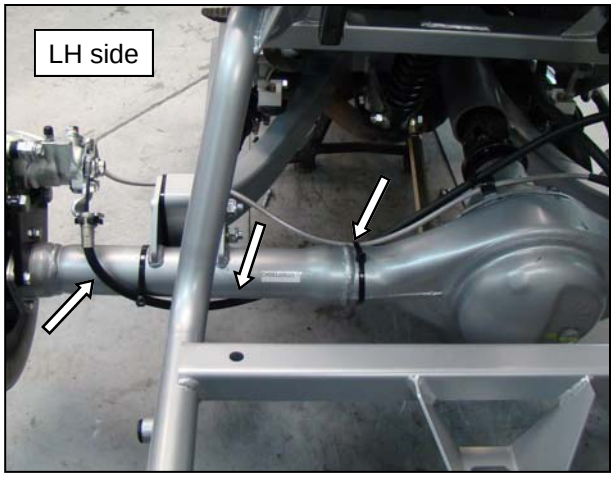
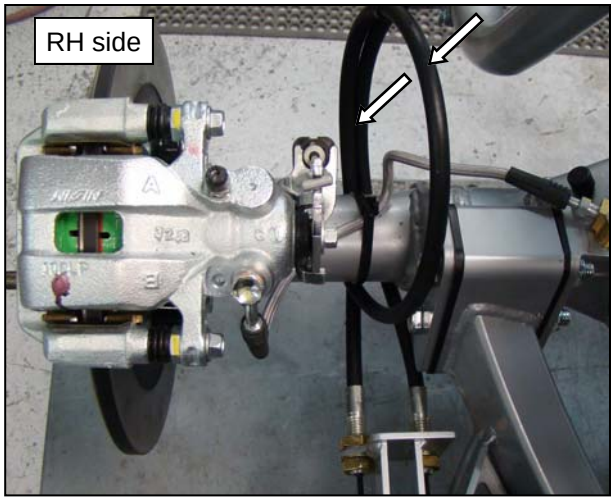


Fig. 3

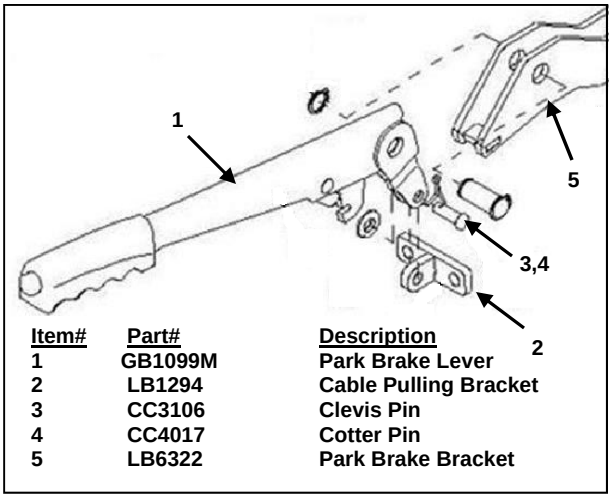


BRAKES

Park Brake Installation

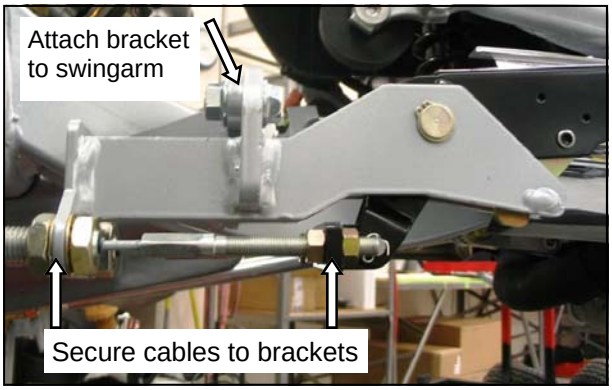
1. **See Fig. 1**. Remove one snap ring from either side of park brake handle pin and remove pin.
2. Align pivot hole with holes in bracket. Make sure ratchet catch is in place over tab on park brake bracket.
3. Install pivot pin through assembly and reinstall snap ring.
4. Assemble park brake lever to park brake bracket.
   - (1) Park Brake Lever- GB1099M
   - (1) Park Brake Bracket- LB6322
5. Attach cable pulling bracket to park brake lever assembly using clevis and cotter pin.
   - (1) Cable Pulling Bracket– LB1294
   - (1) Clevis Pin– CC3106
   - (1) Cotter Pin– CC4017
6. **See Fig. 2**. Attach park brake bracket (LB6322) to swingarm using the following hardware. Torque bolts to **36 ft.-lbs**.
   - (2) M10 x 25 Flange Bolts– CB1928
   - (2) M10 Flange Nuts– CN1910
7. **See Fig. 2**. Route cables through holes in park brake bracket. Secure to bracket with nuts and washers supplied with cables.
8. **See Fig. 2**. Install cables through cable pulling bracket with jam nut on each side of bracket.
   - (4) 5/16 NF Nuts– CN3009
9. Adjust park brake at lever assembly. Park brake should fully engage at 3-4 clicks on lever.

Fig. 1



Item#	Part#	Description
1	GB1099M	Park Brake Lever
2	LB1294	Cable Pulling Bracket
3	CC3106	Clevis Pin
4	CC4017	Cotter Pin
5	LB6322	Park Brake Bracket

Fig. 2



FRAME INSTALLATION

Frame Installation

1. **See Fig. 1.** Position Lehman frame above differential.
2. **See Fig. 2.** Install left and right upper mounting bolts to secure frame using M8 Flange Bolts.
   - (2) M8 x 1.25 x 25 Flange Bolts– CB1920
3. **See Fig. 3.** Install aux. shock into upper shock mount. While aligning holes, insert upper aux. shock bushing into shock mount and aux. shock.
   - (1) Upper Shock Bushing– LB6313
4. Apply red Loctite (262) to upper shock bolt with flange nut. Torque bolt to **36 ft.-lbs.**
   - (1) M10 x 1.5 x 45– Flange Bolt– CB1935
   - (1) M10 Flange Nut– CN1910

Fig. 1

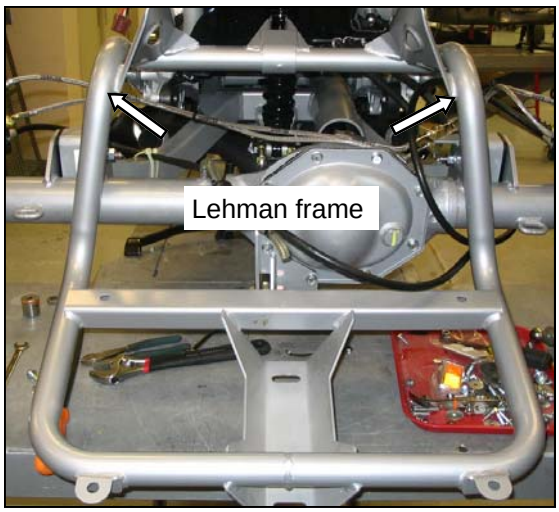


Fig. 2

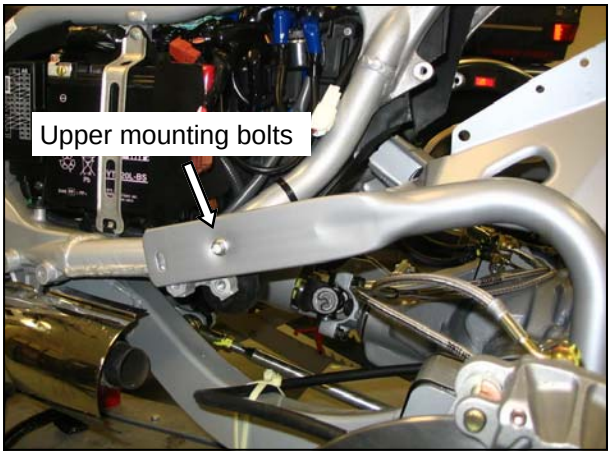
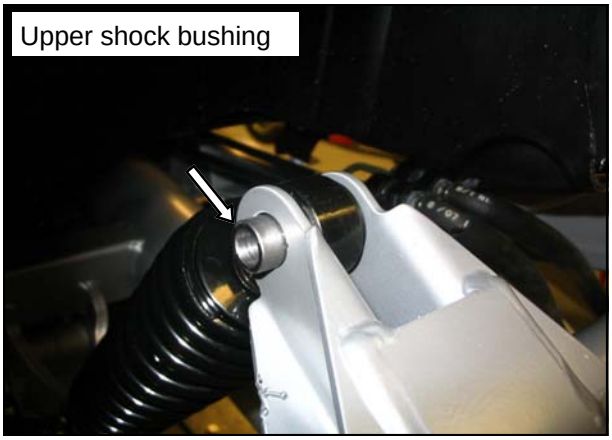


Fig. 3



FRAME INSTALLATION

5. **See Fig. 4**. Install left and right lower mounting bolts to secure frame using (2) M8x1.25x30 GR 8.8 hex flange bolts.
   - (2) M8 x 1.25 x 25 Flange Bolts– CB1920
6. Drill out lower frame holes on tour pack frame to 11/32".
7. **See Fig. 5.** Install upper tour pack frame bolts and tour pack frame: top holes use M8 x 50mm flange bolts and original M8 flanged nuts; bottom holes-use original top tour pack M8 x 40 bolts. Torque bolts to **18 ft.-lbs**.
   - (2) M8 x 50 Flange Bolt– CB1923
   - (2) M8 Flange Nuts– OEM
   - (2) M8 x 40 Flange Bolts– OEM
8. **See Fig. 4**. Torque front frame mounting hardware to **22 ft. lbs.** Once front trike frame hardware is secure, remove upper tour pack frame hardware and remove tour pack frame from trike until after the body is installed.
9. **See Fig. 6**. Attach reverse resistor to frame on left side side using the original mounting hardware.
10. Connect electrical connectors and battery feed.

Fig. 4

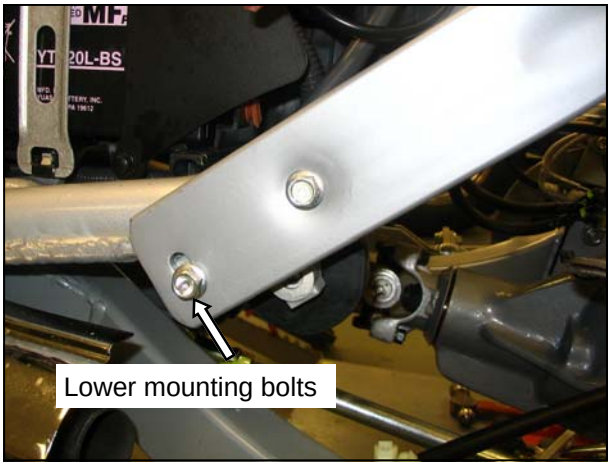


Fig. 5

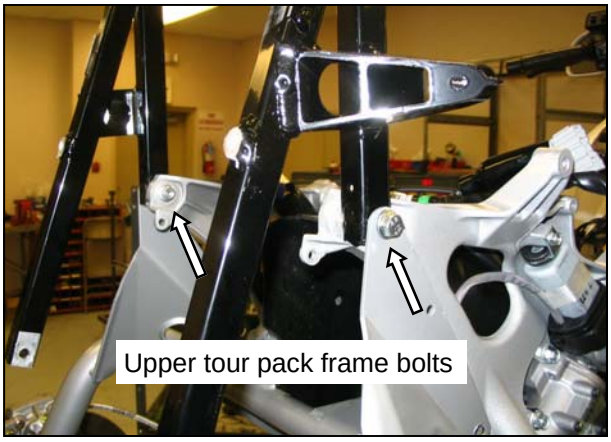
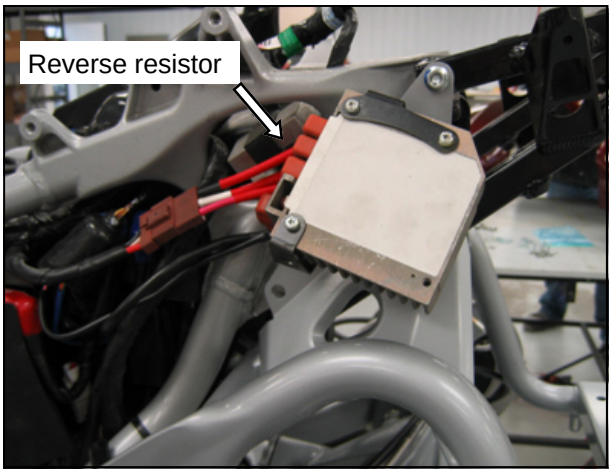


Fig. 6

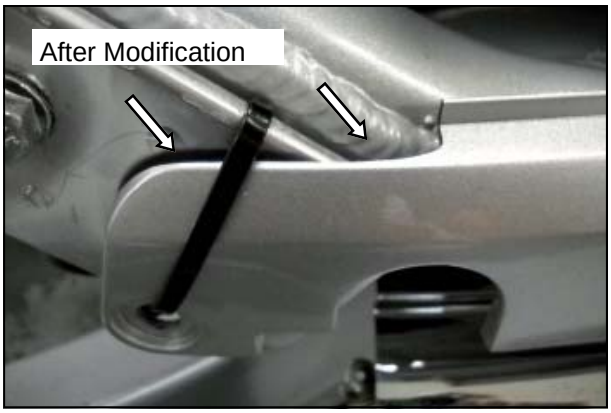


FRAME INSTALLATION

11. See **Fig.** 7. Original frame covers require modification before reinstalling.
12. See **Fig. 8**. Trim rear cover as needed for proper clearance around trike frame. Reinstall frame covers with original hardware in front and cable tie in rear.

Fig. 7

Fig. 8



AMP INSTALLATION

Amplifier Installation– 2006+ Models

1. Remove metal inserts from amplifier mounting holes.
2. **See Fig. 1**. Install amplifier mounting brackets to motorcycle frame using the following hardware.
   - (2) Amplifier Mounting Brackets– LB6325
   - (2) Bolts From OEM Inner Fender
   - (2) Nuts From OEM License Plate Bracket

NOTE: LH bracket is mounted on inside of frame tab. RH bracket is mounted on outside of frame tab.

3. **See Fig. 1.** Mount amplifier box using the following hardware.
   - (2) Bolts From OEM Rear Fender Cover
   - (2) 5/16” Flat Washers– CW2010
   - (2) Nuts From OEM Heat Shield
4. **See Fig. 2**. Drill 1/4” holes where plastic fender and amplifier box overlap. Install with the following hardware.
   - (2) Bolts From OEM Amplifier Box Mounting
   - (2) Nuts From OEM Heat Shield
5. **See Fig. 3**. Amplifier box should look as shown when complete.

Fig. 1

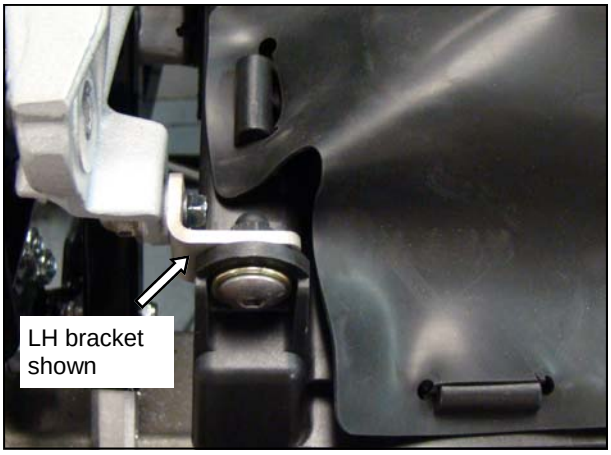


Fig. 2

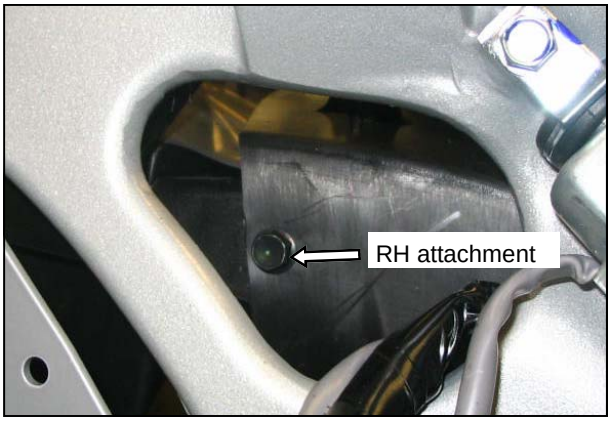
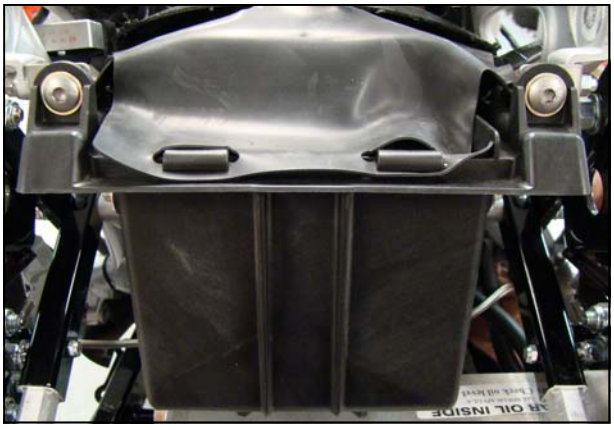


Fig. 3



LATCH MODIFICATION

Latch Modification

1. **See Fig. 1**. Remove release cable and plastic clip from LH latch assembly.
2. **See Fig. 1**. Bend cable tab straight.
3. **See Fig. 1**. Remove original release lever.
4. **See Fig. 2**. Install cable extension using the following hardware.

NOTE: Tighten screw just enough to engage lock nut. Over tightening will cause extension bracket to bind up.

- (1) Cable Extension– LB6319
- (1) 10/32” x 1/2” Machine Screw– CS4066
- (1) 10/32” Lock Nut– CN3068

5. **See Fig. 2**. Install latch assembly and cable bracket to latch bracket using the following hardware.
   - (1) Latch Mount Bracket– LB6302
   - (1) Cable Bracket– LB6320
   - (4) OEM Phillips Screws (From Saddle-bag)
6. **See Fig. 2**. Install cable clip and cable to new extension.
7. **Test latches to verify they release at the same time. Adjust rod length as needed. Door may not release properly if latches do not release together.**
8. **See Fig. 2**. Install cable clamp to safety release cable. Loop cable through small hole in cable extension bracket and crimp cable clamp.
   - (1) Cable Clamp- CC1900
   - (48”) Safety Cable
9. **See Fig. 3**. Complete latch assembly should look as shown.

Fig. 1

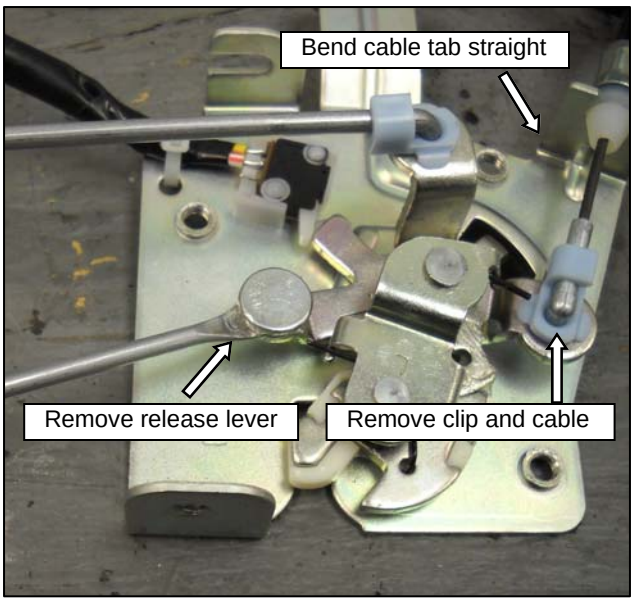


Fig. 2

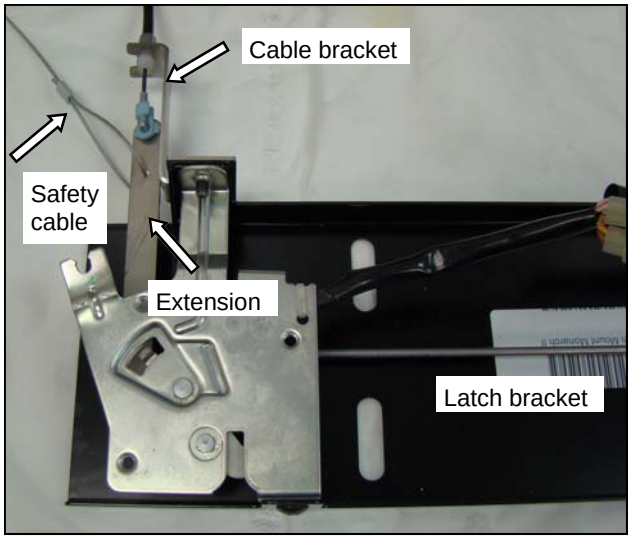
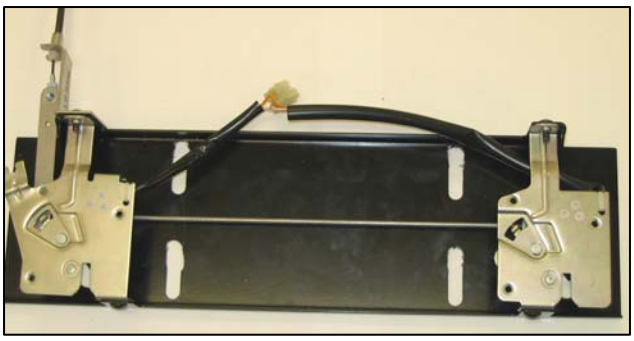


Fig. 3



LATCH INSTALLATION

Latch Installation

1. **See Fig. 1.** Install latch assembly into trunk using the following hardware. Leave latch loose to move in slots.
   - (4) M6 x 16 Button Head Bolts- CB1904
   - (4) M6 Fender Washers- CW2107
2. **See Fig. 2.** Route latch cable through large hole in front trunk wall. Secure grommet in hole.
3. **See Fig. 2**. Route safety release cable through small hole in front trunk wall.
4. Apply silicone around safety release cable from inside trunk.

Fig. 1

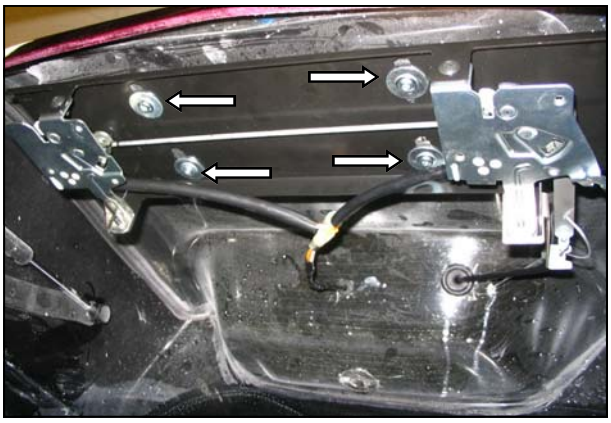
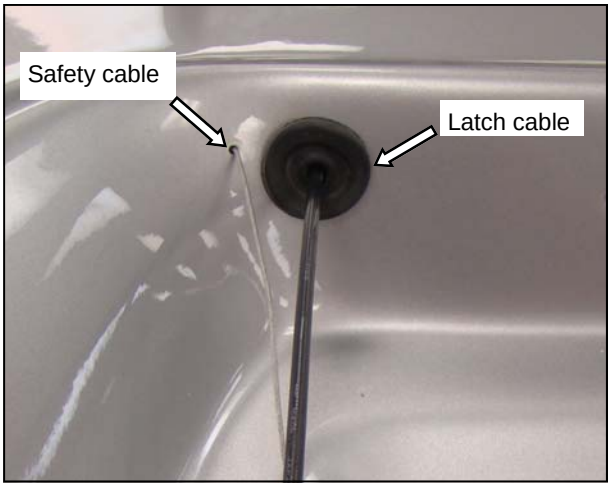


Fig. 2



TAILLIGHT MODIFICATION

Taillight Modification– 2006+ Models

1. One taillight mounting stud and part of plastic landing needs to be removed. This stud is the short stud closest to pointed corner of red lens closest to centerline of motorcycle when mounted.
2. **See Fig. 1**. Cut plastic and stud approximately 3/16" above tiny slot in bottom of landing. . This will leave a flat base about 3/16'' thick. .
3. Drill a 3/16" hole in center of new flat landing for a screw to retain metal adapter.
4. **See Fig. 2**. Insert short side of taillight adapter to each light using the following hardware.
   - (2) Taillight Adapter– LP6301
   - (2) 1/4" SS Flat Washers– CW2006
   - (2) 10-24" x 1/2" Phillips Screws– CB1009

Rear Harness Modification

5. **See Fig. 3.** Remove rubber grommet from **center** of LH/RH saddle bag wiring harness.

NOTE: Do not remove rear grommet from taillight pocket wiring.

6. Remove excess electrical tape and reposition latch sensor connector toward front of harness. Cover exposed wires with electrical tape.

Fig. 1

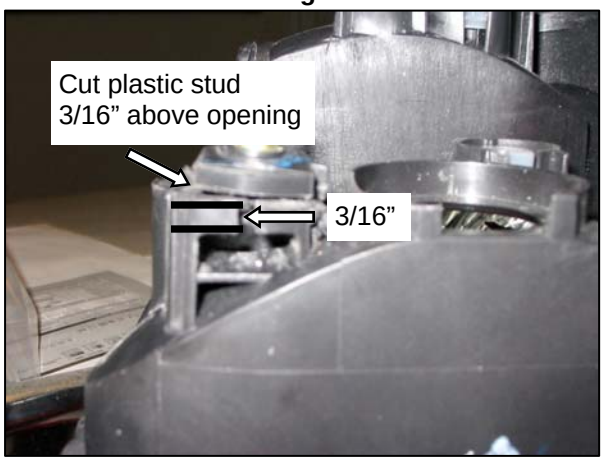


Fig. 2

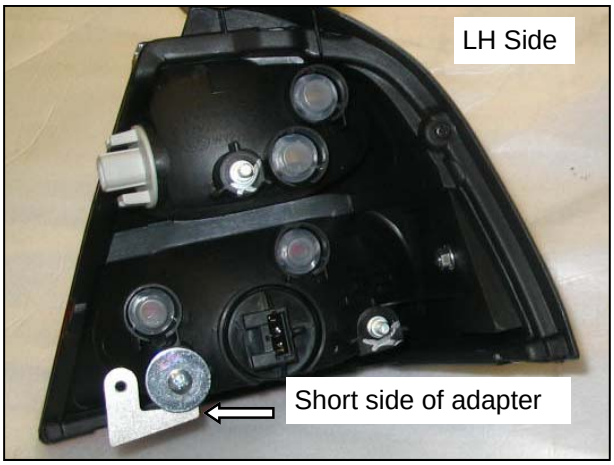
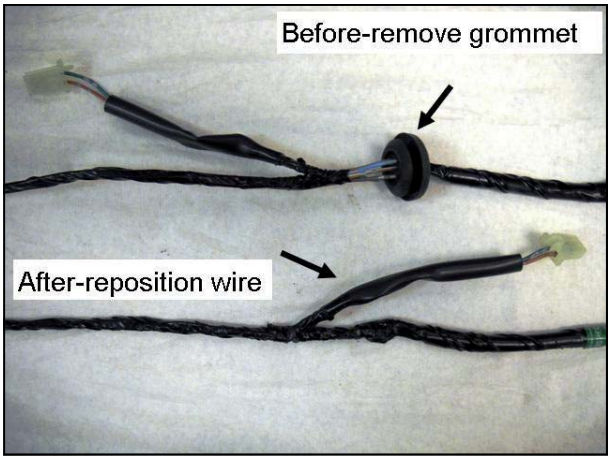


Fig. 3



BODY

Body Preparation

1. **See Fig. 1**. Install side cover brackets to body using the following hardware.
   - (1) LH Side Cover Bracket- LF6305-BL
   - (1) RH Side Cover Bracket- LF6305-BR
   - (4) M6 x 25 Button Head Bolts– CB1911
   - (4) M6 Fender Washers– CW2107
   - (4) M6 Lock Nuts– CN1902
2. **See Fig. 1**. Install grommets (from OEM saddlebags) into side cover brackets.
3. Install trike wiring harness to plastic clips on body.
4. Install side cover extensions to OEM side covers using original hardware. Install trim seal along back edge of extension.
   - (2') Trim Seal- CW2505
5. Install modified wiring harnesses to body. Use harness with main red connectors on LH side and blue connectors on RH side.

NOTE: Turn signal connectors are different between 2001-06 and 2007-10 models.

6. **See Fig. 2**. Install harness grommets through taillight pockets on each side.
7. **See Fig. 3.** Connect taillights to harness and carefully install into body using the following hardware.
   - (6) 1/4" Stainless Flat Washers- CW2008
   - (6) OEM Taillight Mounting Nuts
8. **See Fig. 2.** Install large OEM rubber grommets over turn signal connectors (large holes in body).
9. **See Fig. 3.** Plug extra taillight mounting holes (locations vary by model year) with silicone.

Fig. 1

Fig. 2

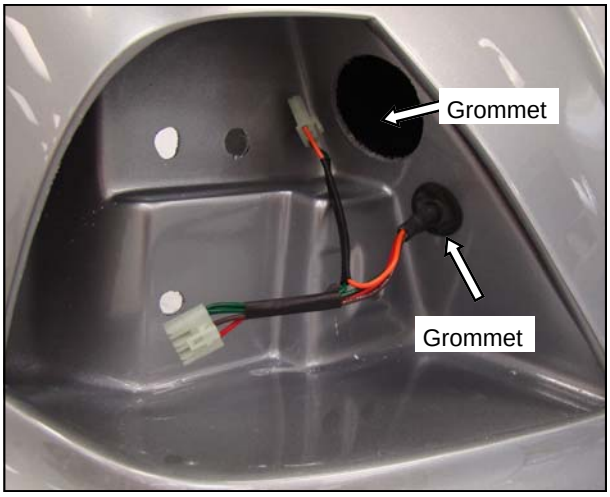
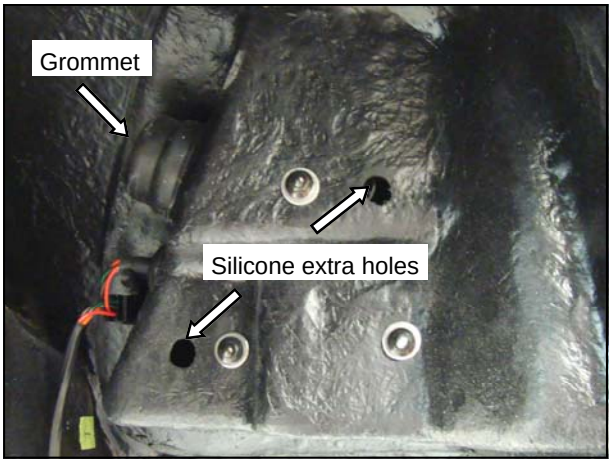


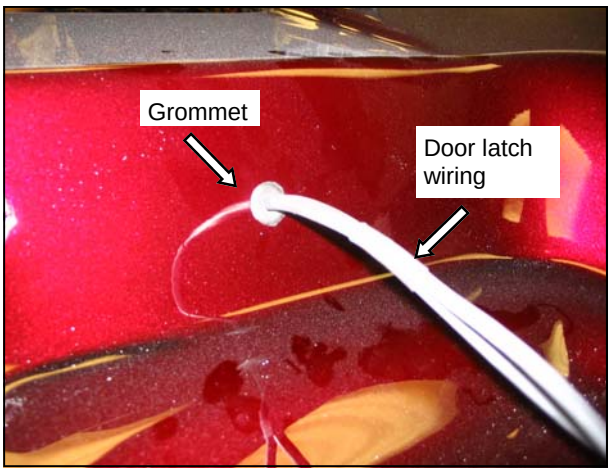
Fig. 3



Door Switch Wiring

10. See **Fig. 4**. Place rubber grommet in access hole as shown and route door switch through hole.
    - (1) Rubber Grommet– GG0011
11. Install trunk switch harness through grommet. Apply silicone around harness from inside trunk.
    - (1) Latch Wiring Harness– GH0026
12. Install plastic connector onto terminals inside trunk.
13. Plug harness into latch assembly.
14. Apply silicone around harness and grommet from inside trunk.

Fig. 4



DOOR INSTALLATION

Door Installation

NOTE: Remove any residue from seal mounting surface on door before installing seal.

1. **See Fig. 1.** Install trunk door seal starting at the bottom center of trunk opening. Solid lip on seal will face trunk edge.
2. **See Fig. 2.** Install original strikers and hardware from LH saddlebag to top of trunk door.
3. Verify hinges are in the middle of adjustment slots in trunk.
4. **See Fig. 3**. Before installing door, check spacing of door hinges for consistency from side to side. If hinges are not equal, loosen hardware on crossbar between hinges. Twist bar until hinges are equal and tighten hardware.

Fig. 1

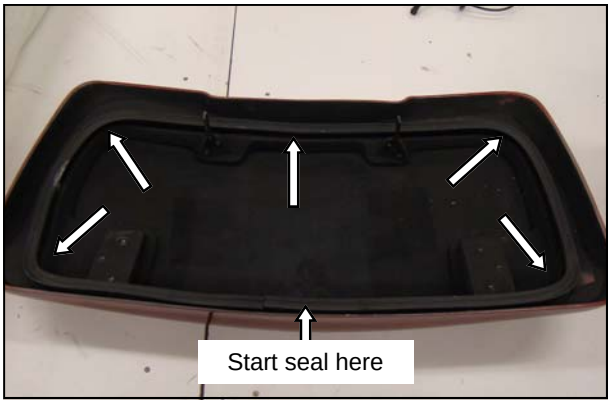


Fig. 2

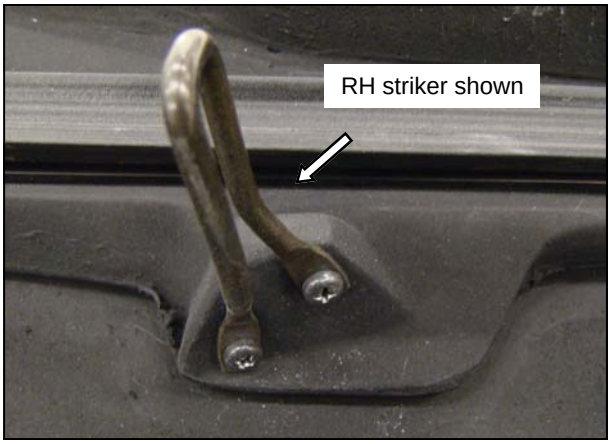
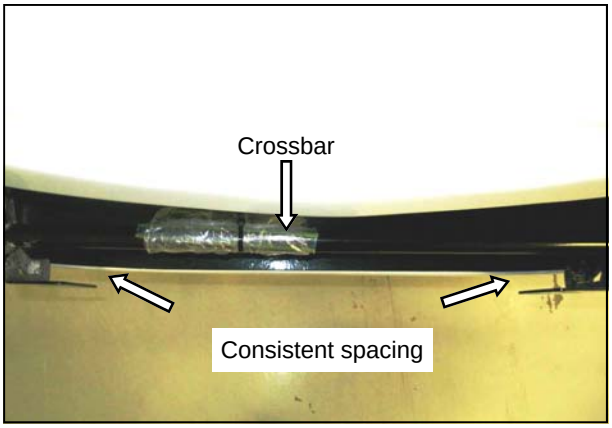


Fig. 3



DOOR INSTALLATION

5. **See Fig. 4.** Install trunk door to body using the following hardware. Leave hardware loose.
   - (6) M6 x 16 Button Head Bolts- CB1904
   - (6) M6 Fender Washers- CW2107

CAUTION: Slowly close door and ensure strikers clear top of trunk opening. Bend strikers down if necessary. Strikers should just clear opening.

6. Slowly close door (**do not try to latch door at this time)**. Adjust door from side to side and up and down to match body. Once door is in place, slowly open and tighten mounting hardware.
7. **See Fig. 5**. Lower door and check for consistent spacing between door and body.
8. Pull latch assembly towards rear of body and tighten hardware. Align strikers from side to side to match opening on each latch.
9. Latch door. Verify that both side latch when closed. Adjust latch assembly in or out as needed.
10. **See Fig. 6**. Door adjustment is made using the following:
    - Moving hinges upward in trunk results in the top of door tilting outward and away from body.
    - Moving hinges downward will bring door closer to body.
    - Latch can be slide in or out to adjust gap on top and take out any excessive play in door.

Fig. 4

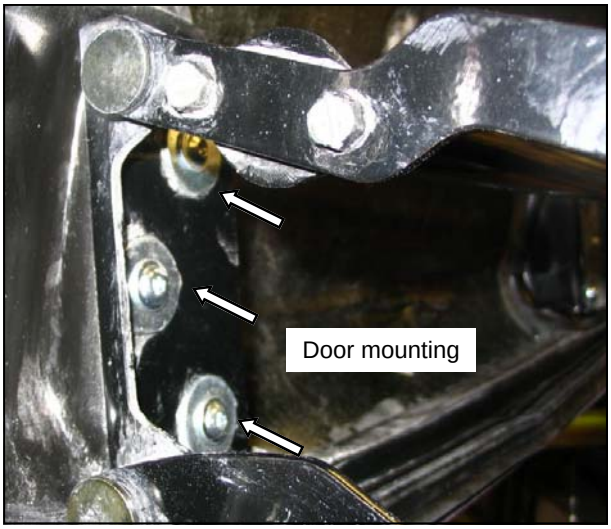


Fig. 5

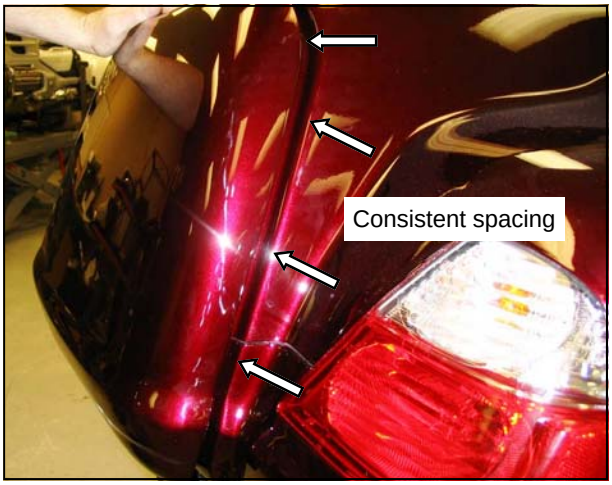
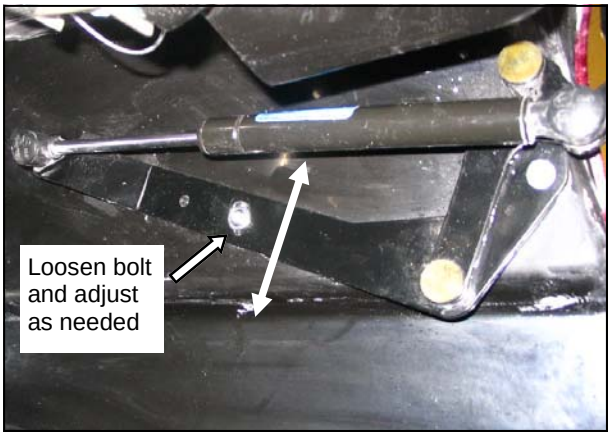


Fig. 6



BODY INSTALLATION

Body Installation

Note: The installation/alignment of the body is an important process to find the correct position of the body in relation to the wheels.

1. Carefully place body on trike frame.
2. Install original tour pack frame to trike frame. **Torque** hardware to 18 ft. lbs.
3. Position body on frame. Use rubber spacers as needed on front and rear mounting holes.
4. **See Fig. 1**. Install side covers and adjust body to achieve a consistent 1/8" gap between the front of body and side cover.
5. **See Fig's 2 & 3**. Align body to trike. Center body by checking side to side (wheel opening) and front to back (front of fender) measurements.
6. Determine body height by measuring from inner fender down to center of axle.
7. Ensure gaps at side covers are tight and equal on both sides.

NOTE: Adjust body height by adding or removing shims as needed.

Fig. 1

Fig. 2

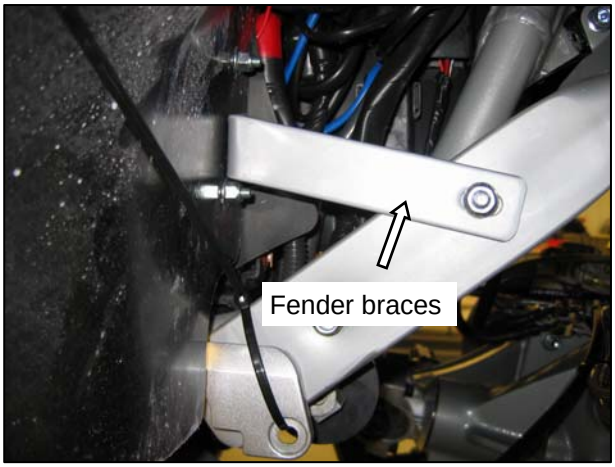
Fig. 3

BODY INSTALLATION

8. **See Fig. 4**. From below trike, drill 1/4" holes in center of body mount tabs on Lehman frame.
9. Install the body to the frame using the following hardware. Tighten hardware down evenly.
   - (4) M6 x 35 Socket Head Bolts– CB1934
   - (4) 1/4” x 1.25 Fender Washers- CW2108
   - (4) M6 Fender Washer- CW2107
   - (4) M6 Flange Nut- CN1902
10. **See Fig. 5**. Install fender braces to middle pre-drilled hole in front of body. Attach to body using the following hardware. Apply Loctite 242 and tighten hardware.
    - (1) LH Fender Brace– LB6323
    - (1) RH Fender Brace– LB6324
    - (2) M8 x 20 Flange Bolt– CB1919
    - (2) M8 Flange Nut– CN1905
11. **See Fig. 5**. Clamp other end of brace to Lehman frame and drill second mount hole in trike frame using an 11/32” drill bit. Attach to trike frame using the following hardware. Use (1) M8 x 1.25 x 20mm flange bolt and (1) M8x1.25 flange nut to attach brace to frame. Apply Loctite 242 and tighten hardware.
    - (2) M8 x 20 Flange Bolt– CB1919
    - (2) M8 Flange Nut– CN1905

Fig. 4

Fig. 5



LICENSE PLATE BRACKET INSTALLATION

License Plate Installation

1. Use stock license plate bracket and a license plate to mark location of license plate bracket in middle of body on raised surface.
2. Cover area to be drilled with masking tape, center and level bracket and mark holes.

NOTE: Make sure license plate has proper clearance between door and hitch (if applicable)

3. **See Fig 1**. Drill (2) 1/4” holes 1-1/2” from bottom of trunk opening and mount bracket into place.
4. **See Fig 1.** Drill (1) 7/16" hole for license light wires centered between license plate bracket bolts and 3” from bottom of trunk opening. Drill hole so it is toward top of bracket so it is unseen when plate is on. Install grommet in body.
   - (1) Rubber Grommet– GG0011
5. Attach license plate bracket to body using the following hardware.
   - (2) M6 x 25 Button Head Bolts– CB1911
   - (2) 1/4” Flat Washers– CW2006
   - (2) M6 Flange Lock Nuts– CN1902
6. **See Fig. 2**. Bolt license plate light using the following hardware.
   - (1) License Plate Light– S001469
   - (1) Support Plate– S001601
   - (2) M6 x 16 Button Head Bolts- CB1904
   - (2) M6 Washers– CW2154
   - (2) M6 Lock Nut– CN1903

Fig. 1

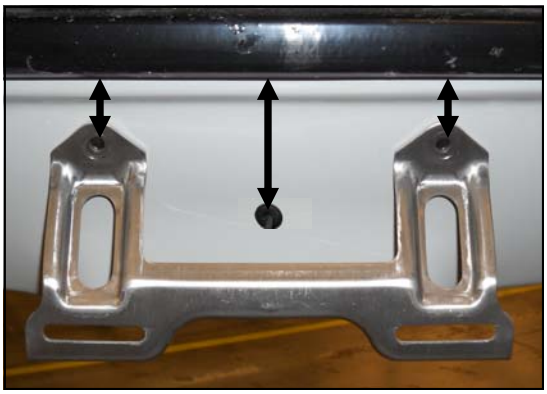


Fig. 2

LICENSE PLATE BRACKET INSTALLATION

7. See **Fig. 3**. Measure 5" of wiring from back side of light and cut excess wire.
8. See **Fig. 3**. Install (2) female terminal pins and (1) male connector to wiring from light.
9. See **Fig 3**. Install black clip (BT3001) to secure wiring to plate. Cut plug from original license plate light and add 34" of wire. Cover with heat shrink.

NOTE: Connect license plate wiring as follows.
(-) Black wire on light to green on harness
(+) Red wire on light to brown wire on harness

10. Run wire through body grommet from back side and install (2) male terminal pins and (1) female connector.
11. See **Fig. 4**. Connect wiring and install light assembly to bracket using the following hardware.
    - (2) M6 x 16 Button Head Bolts- CB1904
    - (2) M6 Flange Lock Nuts– CN1902

Fig. 3

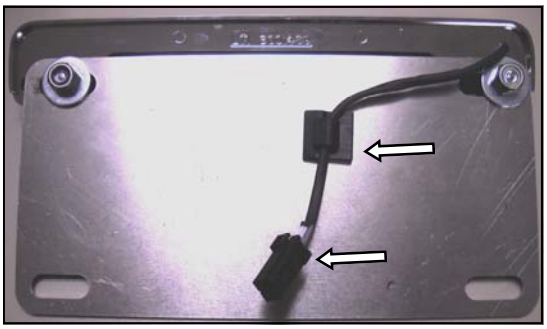
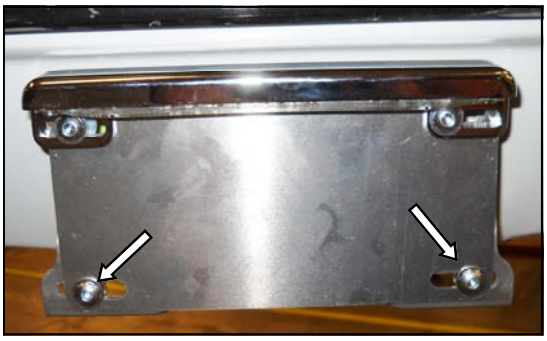


Fig. 4



EXHAUST

Exhaust Installation

1. **See Fig.'s 1 & 2**. Assemble exhaust components as shown.

Fig. 1

ITEM	PART #	QTY	DESCRIPTION
O		1	Honda Parts
1a	LB6011	1	LH Exhaust Cover Bracket
1b	LB6012	1	RH Exhaust Cover Bracket
2	CC2014	2	Hose Clamp #24
3	LP6300	2	Exhaust Pipe Extension
4	GC1013	1	Exhaust Clamp
5	GG6000	2	Exhaust Gasket

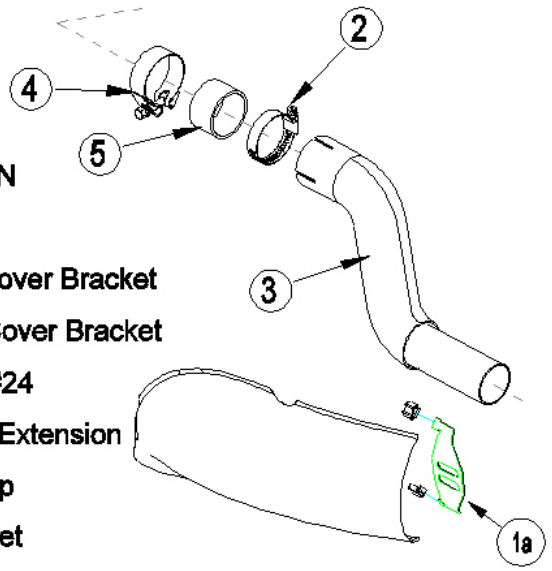
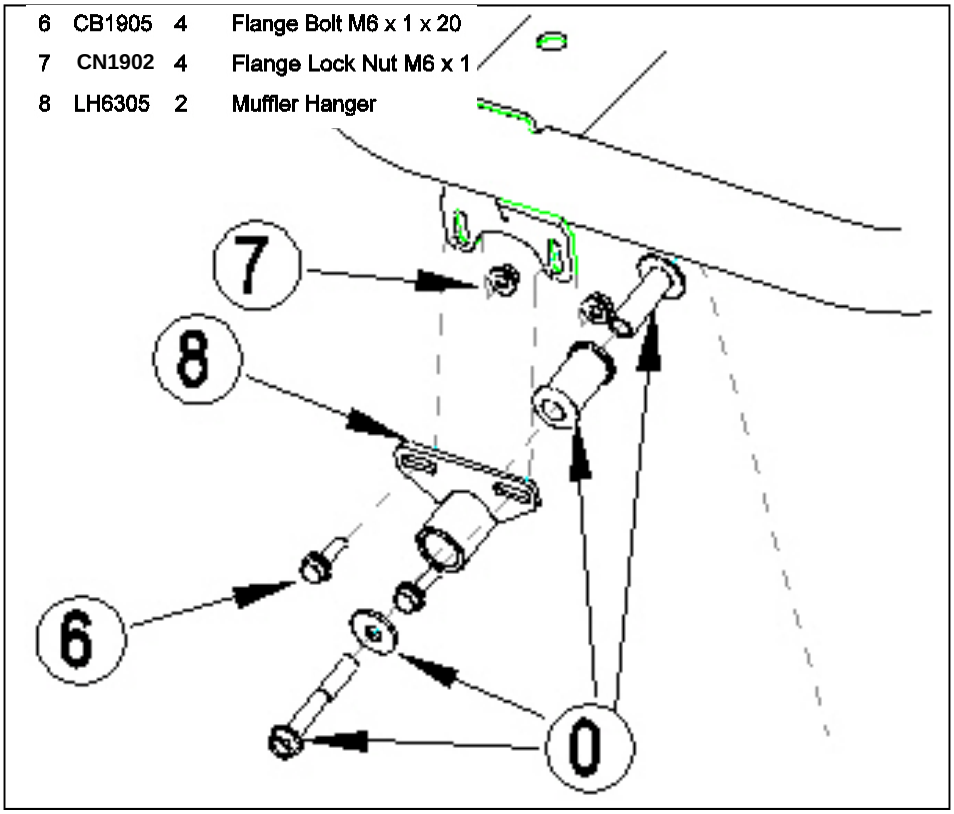


Fig. 2

6	CB1905	4	Flange Bolt M6 x 1 x 20
7	CN1902	4	Flange Lock Nut M6 x 1
8	LH6305	2	Muffler Hanger



EXHAUST

2. **See Fig. 3**. Attach mufflers to mounting brackets using the original hardware.
3. Adjust fit relative to body, side to side. About 1" of muffler should extend past rear of body.
4. **See Fig. 4**. Center exhaust tips in body cut-outs. Adjust to equal height.
5. Tighten exhaust clamps and all mounting hardware.

Fig. 3

Fig. 4

FINAL ASSEMBLY

Final Assembly

1. Set tour box in place on frame. Make sure all wiring is routed in the proper location before attaching tour box to frame.
2. Attach tour box to frame with original hardware.

NOTE: Leave mounting hardware loose until lower trim panels are installed.

3. Attach trunk release cable to tour box latch assembly on RH side.
4. **See Fig. 1**. Cut 1-1/2" x 1/4" slot into lower cover as shown for cable clearance.
5. Reinstall all tour box trim and lights into OEM locations using original hardware.
6. Reconnect tour box connectors to motorcycle harness.
7. Plug in all electrical connectors from trike harness to motorcycle harness.
8. Connect battery and check lights for proper operation.
9. Tighten all tour box mounting hardware.
10. **See Fig. 2**. Route safety cable to front of tour box. Install cable clamp and make small loop. Crimp cable clamp and secure to front of tour box
    - (1) Cable Clamp- CC1900
11. Install seat and grab handles using original hardware.
12. Install passenger footboards using original hardware.
13. Verify all side covers are reinstalled.
14. Install wheels and torque lug nuts to **85 ft-lbs.** Install center caps (if applicable).
15. **See Fig. 3.** Install badges on trunk door. Place Lehman badge on LH side and Monarch II badge on RH side.
    - (1) Lehman Badge– GB1320
    - (1) Monarch II Badge– GB1321
16. Remove motorcycle center stand.

NOTE: RH center stand bolt has LH threads.

Fig. 1

Fig. 2

Fig. 3

TPMS DISABLE

Tire Pressure Monitoring System (TPMS) Disable (If applicable– 09+ models)

NOTE: Refer to Honda service manual for detailed information.

1. **See Fig. 1.** Carefully remove RH trim
2. **See Fig. 2**. Remove the RH fairing storage compartment.
3. **See Fig. 3.** Disconnect wire harness.
4. Remove mounting bolts and remove module from bike

Fig. 1

Fig. 2

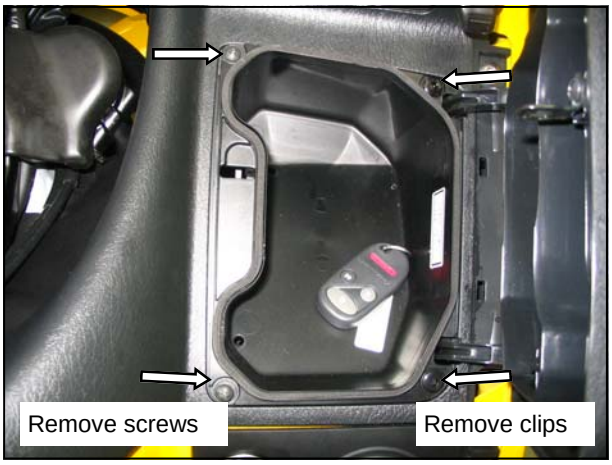


Fig. 3

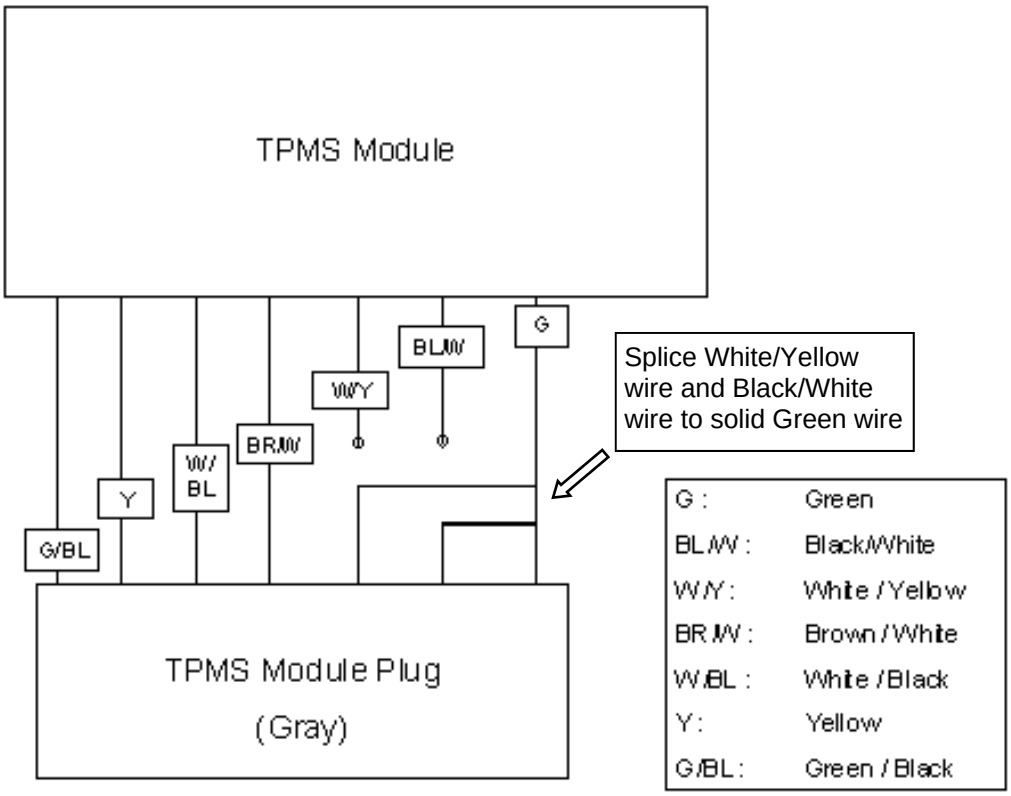
TPMS DISABLE

5. **See Fig. 4**. Splice white wire with yellow stripe and black wire with white stripe to solid green wire.

NOTE: Splice wiring from connector side.

6. Cover all exposed wires with heat shrink.
7. Reconnect module. Turn on ignition and verify TPMS light is not illuminated.
8. Reinstall module, storage compartment and fairing trim.
9. Place TPMS disabled sticker inside tour box lid.

Fig. 4



ABS DISABLE

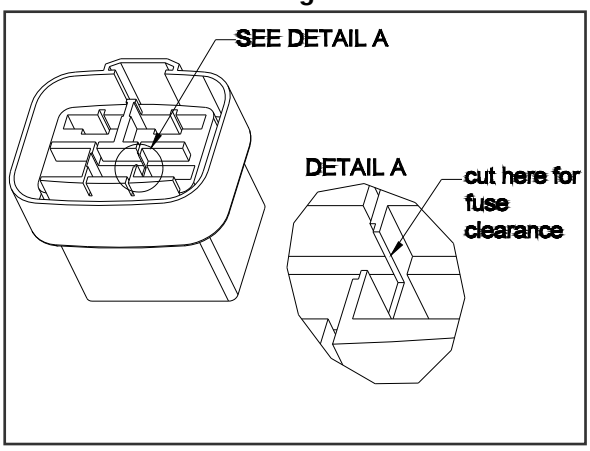
ABS Disable (If applicable)

1. Disconnect battery and verify ignition is in the "OFF" position.

NOTE: ABS control module location will vary depending on model year. Refer to the Honda service manual for access to module.

1. Remove all ABS related fuses from fuse panel. Location will vary by year.
2. **See Fig 1**. Unplug ABS control module. Position black 5-pin connector so the unplugged end is facing you with 3-pin slots on the bottom
3. **See Fig 1**. Remove a small amount of plastic between bottom center and bottom right pin slots. Remove only enough material to install a mini fuse.
4. Install 5 amp mini fuse from fuse panel into bottom center and bottom right slots. Verify that fuse connects yellow/blue wire (ABS light) to larger green wire (ground).
5. Use electrical tape to cover plug and secure fuse into place.
6. Reconnect battery and verify ABS light remains off.

Fig. 1



FINAL INSPECTION

	PROCEDURE	GOOD	RE-WORK
1.	Reflectors installed (if applicable)	□	□
2.	Lights and horn work	□	□
3.	Park brake operation	□	□
4.	Engine/Transmission oil levels	□	□
5.	Wheel torque **85ft. lbs (75ft. lbs-wire)**	□	□
6.	Rear tire pressure **26 psi**	□	□
7.	Front tire pressure **36 psi**	□	□
8.	Trunk latch on right handle of tour pack	□	□
9.	Trunk clean and dry	□	□
10.	Trunk door seals and operates smoothly	□	□
11.	Honda shock set @ 13	□	□
12.	Auxiliary shock set @ mid setting	□	□
13.	Heat shields/Side covers	□	□
14.	Monarch II/Lehman badge installed	□	□
15.	Accessories (if applicable)	□	□
16.	No paint defects	□	□
17.	Warranty/Owners manual with trike	□	□

HARDWARE

GB6300 BOLT BAG-DRIVETRAIN
(Hardware quantities vary by model year)

QTY.	PART #	DESCRIPTION
1	CB1410	SCR, HX, .50-13 X 2.25, GR. 5, ZN
1	CB1425	SCR, HX, .50-13 X 3.00, ZN
4	CB1612	SCR, HX, M12-1.75 X 100, ZN
4	CB1905	SCR, FH, M6-1.00 X 20, CL 8.8 ZN
5	CB1920	SCR, FH, M8-1.25 X 25, CL 8.8, ZN
2	CB1921	SCR, FH, M8-1.25 X 30, CL 8.8, ZN
2	CB1923	SCR, FH, M8-1.25 X 50, CL 8.8, ZN
2	CB1928	SCR, FH, M10-1.5 X 25 CL 8.8 ZN
1	CB1935	SCR, FH, M10-1.5 X 45, CL 8.8 ZN
2	CB6001	BANJO BOLT, M10 X 1
1	CC3106	PIN, CLEVIS (5/16 X 19/32) 50/BX
1	CC4017	PIN, COTTER, 3/32 X 1/2
4	CN1902	NUT, NL, FG, M6-1 ZN
3	CN1910	NUT, FG, M10-1.5 CL 8.8, ZN
4	CN1916	NUT, NL, M12-1.75 CL, 10.9, ZN
4	CN3009	NUT, .31-24, GR. 8, ZN
1	CN3040	NUT, NL, .25-20 ZN
2	CN3060	NUT, NL .50-13 ZN
1	CS4030	SPACER, MACH. BUSHING, 5/8 X 1 1/8
4	CW2025	WSH, FL, .50, GR. 8
4	CW2022	WSH, FL, .44 GR. 8 ZN
1	CW2150	WSH, FL, M12 X 24 2.5 MM
2	CW2160	WSH, FL, 6.4 X 11 X 1.6 MM
8	GC6002	WSH, COPPER BANJO M10
1	S001067	1/2” OD X .375” SPACER
1	S002066	BRAKE LINE, BRAIDED– 11.50”

HARDWARE

GB6301 BOLT BAG-DRIVETRAIN
(Hardware quantities vary by model year)

QTY.	PART #	DESCRIPTION
1	BT3001	WIRE TAB, BLACK
14	CB1904	SCR, FB, SK, M6-1.00 X 16, CL 10.9, ZN
10	CB1911	SCR, FB, SK, M6-1.00 X 25, CL 10.9, ZN
4	CB1919	SCR, FH, M8-1.25 X 20, CL 8.8, ZN
4	CB1934	SCR, FB, M6-1.00 X 35, CL 8.8, ZN
2	CC1900	CABLE CLAMP
14	CN1902	NUT, NL, FG, M6-1, ZN
2	CN1903	NUT, NL, M6 SS
4	CN1905	NUT, FG, M8-1.25 CL 8.8, ZN
1	CN1908	NUT, NL M8-1.25 CL 8.8 ZN
1	CN3068	NUT, NL, 10-32
2	CS4023-1	SCR, PN, PH, 10-24 X 1.00
1	CS4066	SCR, RD, PH, 10-32 X 0.50
2	CT1020	CABLE TIE 11.1”
8	CW2006	WSH, FL, .25 SS
2	CW2010	WSH. FL, .31 X 1.50 X .25 RUBBER
8	CW2097	WSH, .31 X 1.50 X .25 RB
18	CW2107	WSH, FENDER, 6.4MM X 24MM PLATED
4	CW2108	WSH .28 X 1.25 X .06
2	CW2154	WSH, FL, 6.4 X 18 X 1.8 ZN
2	CW2167	WSH, FL, M8 ZN
2	CW2505	SEAL, 3/8 X 7/32”
2	GG0011	GROMMET, 1/4 ID X 7/16 OD X 1/4, GROOVE